Gc
974.1
H41m
v.2
1295438

M. L.

GENEALOGY COLLECTION

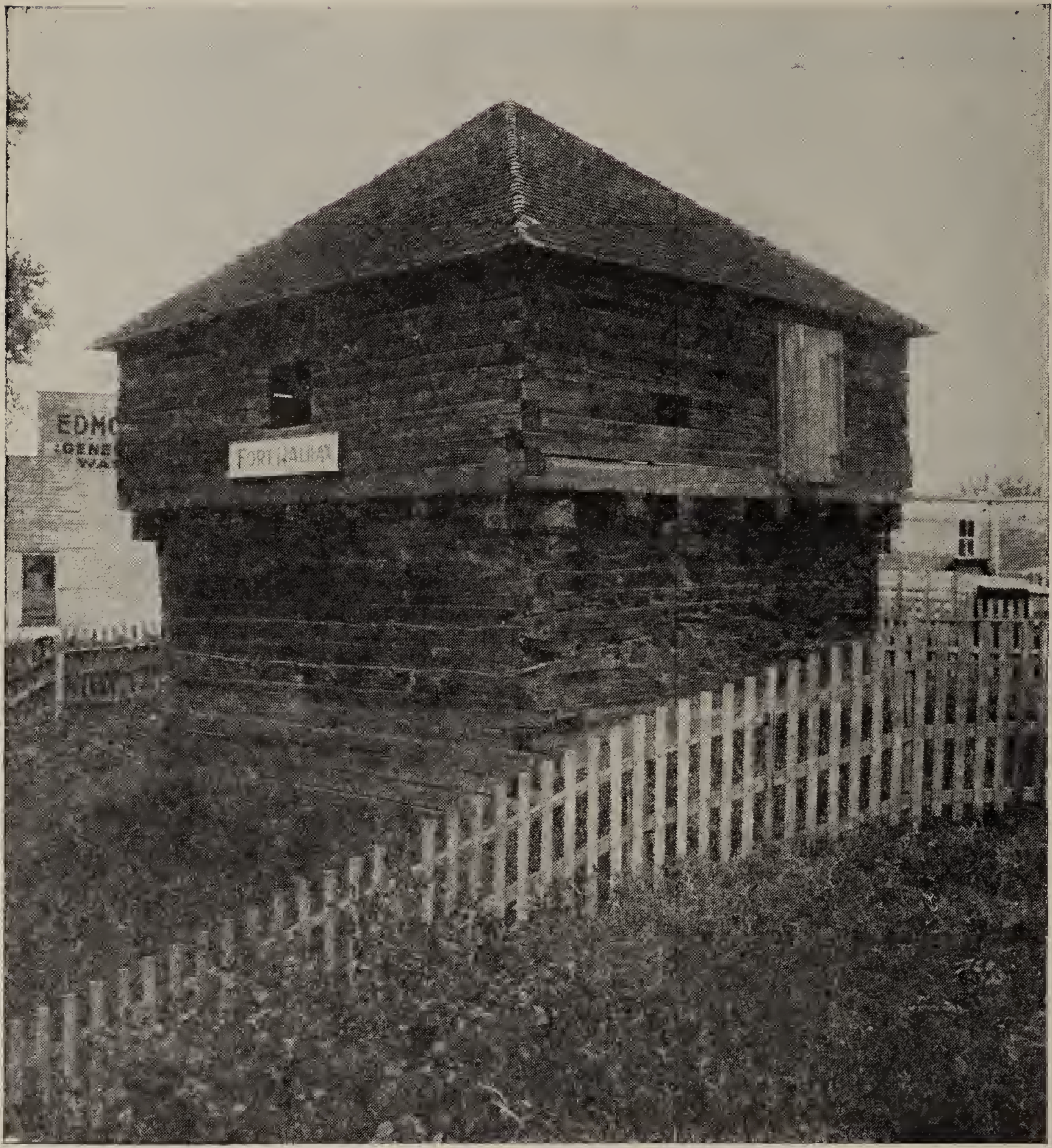
M.L.

ALLEN COUNTY PUBLIC LIBRARY

3 1833 01083 6796

# MODERN MAINE

## ITS HISTORIC BACKGROUND
## PEOPLE AND RESOURCES


FORT HALIFAX
EDMO
GENE
WA

*Fort Halifax Blockhouse, Winslow*

# MODERN MAINE

## ITS HISTORIC BACKGROUND
## PEOPLE AND RESOURCES

*by*

RICHARD A. HEBERT

Volume II

LEWIS HISTORICAL PUBLISHING COMPANY, INC.
NEW YORK

COPYRIGHT
Lewis Historical Publishing Company, Inc.
1951

# CHAPTER XI

## *Banking*

1295438

BANKING in Maine has extended over four distinct, though overlapping, periods, each introducing a new type of banking institution. First were the early state banks, from 1799 to 1878. The savings banks began about 1819. The third development was the national bank, beginning in 1863. The fourth class of institution was the trust companies, which first appeared in 1883.

Private banking institutions sprang up from time to time, but were never regulated by the Legislature until 1909, when they were closed by law. Banking, historically, has been surrounded by an aura of mystery, perhaps because an older type of banker chose to have it so. Farmers have tended to distrust banks in Maine, as elsewhere, although perhaps to a lesser degree than in the prairie states, such as Iowa, where for years banks were actually forbidden by State laws. Yet unquestionably they have been an important factor in the development of Maine, where, as in other states, forward-looking bankers of the last two decades have sought more and more to popularize their services by educational and advertising campaigns—in other words, to ''sell'' their institutions to the rank and file of the population rather than keep their doings mysterious and hidden. Gradually the offices, once concealed behind curtains and clouded glass partitions, or even thick walls, have emerged into the open; and functional counters, desks and tables have replaced the old-fashioned barred cages that frightened the ordinary citizens. Behind this development, of course, is far more than sentiment; there is the positive knowledge on the part of the banker that his future lies, not in catering to a moneyed class that is disappearing, but in serving Mr. Average Citizen in overalls, denims or ordinary business suit.

A government that knows on which side its bread is buttered has aided this whole development, and if banks find themselves surrounded by governmental restrictions it is probably because they neglected to set their own houses in order when the signs of the times began to be clear. With all loans and transactions surrounded by federal and state regulations, and depositors' funds protected through the Federal Deposit Insurance Corporation, banking is a far cry from what it used to be when state banking began, back in 1799.

### State Banks

It was on June 15, that year, that the General Court of Massachusetts chartered the Portland Bank. Its capitalization was $100,000, and stockholders had the right to increase that figure to $300,000 at their pleasure. Massachusetts had previously incorporated six other ''state'' banks, but the Portland Bank was the first to be established in the District of Maine. It was taken for granted in the eighteenth century that the depositor was more or less operating at his own risk when he dealt with a bank; and while the bank performed its business in its own way the government was chiefly concerned with arranging that the state banks should not issue too much paper currency. For if the banks printed too much paper, currency depreciated and serious trouble—sometimes panic—resulted.

Because the banks were often careless in this respect, with disastrous consequences, the state issuing a bank charter endeavored to keep the bank's notes in proper proportion to the institution's capital and to its specie reserve, the aim being to maintain a constant check on the amount of paper the banks had in circulation. Today the emphasis has shifted. Save for a little national bank currency, which has almost vanished, the printing of paper money is the function of the federal government through the Federal Reserve Banks. The older bankers, in their rugged individualism, long persistently blocked federal paper money. Only a series of financial panics and bank failures brought the banks themselves to accept federally issued currency.

In 1802, the Commonwealth of Massachusetts chartered two more Maine banks—the Lincoln and Kennebec Bank, at Wiscasset, and the Maine Bank, at Portland. In 1803 the Saco Bank at Pepperellborough (Saco) was established and in the following year the Hallowell and Augusta Bank, at Hallowell, was chartered. The sixth bank, chartered in 1806, was the Penobscot Bank at Buckstown, later renamed Bucksport.

The Embargo and resulting business difficulties halted all banking expansion in Maine until 1812, when the Commonwealth of Massachusetts chartered the Lincoln Bank, at Bath; the Kennebec Bank, at Augusta; the Cumberland Bank, at Portland; and the Wiscasset Bank. In 1813 the Bath Bank and the Kennebunk Bank were organized. In 1814 further banks were chartered at Bangor, Augusta, Gardiner and Waterville. In 1816 the Castine Bank was formed, and three years later the Bank of Portland and the Passamaquoddy Bank at Eastport were chartered. Twenty banks were chartered in Maine while it was still a part of the Commonwealth of Massachusetts. Of those chartered, the Commercial Bank of Portland (1815) was never actually organized.

Difficulties of banking in those days were enormous. Of the nineteen banks that began business in Maine, six failed, nine were liquidated or allowed their charters to expire, and the remaining four later entered the national banking system. The Saco Bank was succeeded in 1831 by the York Bank, which in turn became the York National Bank. The Lincoln Bank, of Bath, became the Lincoln National Bank, and was finally absorbed by the First National Bank in 1910. The Gardiner Bank became the Gardiner National Bank, and in 1909 was reconstituted as the National Bank of Gardiner. In 1831 the Waterville Bank became the Ticonic Bank, and a national bank of the same name appeared later.

These pioneer banking institutions operated under very considerable difficulties. The bankers, like the others of that time, were pioneers traveling an unchartered wilderness, and it was only to be expected that their activities would be marked by "whitened bones besides the trail." An example of banking conditions in Maine and Boston may be had in verbal controversy between editors of Bangor and Boston newspapers. The Bangor Bank found itself in difficult circumstances in 1823, and a Boston editor remarked: "To judge from the quantity of bills in circulation, one would think that all the specie in the United States was deposited at Bangor . . . but our own opinion is that the bank's vaults are filled with lumber, clapboards and shingles." The law of libel did not seem to bother newspaper editors in 1823, for a Bangor editor smartly replied, "Why all this denunciation of Bangor because, forsooth, three men in the great City of Boston and five men in the little village of Bangor have issued more bills than they are able to redeem? What! has no person a right to become bankrupt but the merchants of Boston?" Incidentally, the Bangor Bank later adjusted its difficulties.

The powers and privileges of these early banks were stipulated rather generally in their individual charters, because, before 1820 there were very few general laws governing the operations of banks—and no direct supervision whatever. In 1806, a beginning was made by the General Court, which required semi-annual returns to the Commonwealth on the principal items of assets and liabilities. In 1813 other regulations were added. There was a legal penalty of $5,000 for failure to make proper returns, but still the laws were generally evaded or ignored. Banking was still an individualistic enterprise.

This attitude on the part of the bankers is reflected in the state regulation of the volume of notes outstanding in ratio to the amount of capital stock. Originally, the banks were limited in their note value to twice the amount of their capital. Experience demonstrated that this was dangerously high, so in 1812 the ratio was made one and a half.

After 1818 the amount of banknotes under five dollars was restricted to twenty-five per cent of the bank's total issue in order to limit the amount of paper in circulation and thus force specie of one kind or another out of vaults. Maine's banks had their paper redeemed either at the banks within the State or else at designated agencies in Boston. After 1824 the Suffolk system of redemption was accepted by a large portion of the banks of Maine. This system provided that a definite sum be kept constantly on deposit in the Suffolk Bank at Boston by each Maine bank for the purpose of prompt redemption of its bank-notes.

From the beginning of Statehood in 1820 until 1831, when the charters of all existing banks were to expire, banking growth was slow but normal. Fifteen banks in the state reported a capital of $1,654,000. In 1831 there were seventeen banks, with a total capital of $1,855,000. During this period, however, Maine chartered twenty-six banks, of which only fourteen began operations. Twelve of the state's banks either failed or were liquidated in that same period.

Banks which began operation at that time were mostly of little importance. An exception was the Canal Bank at Portland, created in 1826 to finance the construction of the Cumberland and Oxford Canal from tidewater at Portland to Sebago Lake. This bank was the largest in Maine up to that time, its capital being $300,000. With the aid of the bank and other assistance, the canal was completed in 1830 at a cost of $206,000. It followed the course of rivers and lakes and opened a waterway from Harrison Village to Portland, connecting Long Lake, Brandy Pond, the Songo River, Sebago Lake and the Presumpscot River to Saccarappa (now Westbrook), all of it navigable. Above the mills at Saccarappa the canal left the Presumpscot River and cut across country to Stroudwater, terminating at a point near the foot of Clark Street, Portland. Later the terminus was the ''Basin'' at Thompson's Point. It made 38 miles of water available for navigation, utilizing twenty-seven locks, and was extensively used for more than two decades. Its earnings dropped notably when the Atlantic and St. Lawrence Railroad was built (see Chapter 10). In 1857 the canal was sold to Isaac W. Dyer and Francis O. J. Smith, who operated it until about 1869. The Canal Bank did not close with the canal, however. Four years before that time, in 1865, it surrendered its state charter and became the Canal National Bank of Portland. Its $300,000 capital had risen to $400,000 in 1832, to $500,000 in 1853 and to $600,000 in 1854. The figure stood at $1,000,000 in 1950. The president, Widgery Thomas, represents the fourth generation of the Thomas family to head the bank, this dynasty having taken over the presidency for the first time on October 5, 1849. The bank's slogan on its 125th anniversary in 1951 was still ''Building with Maine Business Since 1826.''

Other banks formed at an early period included the Casco Bank, in Portland; the Union Bank, at Brunswick; and the Thomaston Bank. After a time, the Casco Bank surrendered its state charter and was re-chartered federally as the Casco National Bank. In 1916 the Casco National Bank was merged with the Mercantile Trust Company to form the Casco-Mercantile Trust Company, which in 1930 absorbed the Chapman Bank and Trust Company. The Chapman Bank and Trust Company had begun operations as the Chapman National Bank, then had been rechartered by the Maine Legislature as a state bank in the 1920s. Along with the rest of the nation's banks, the Casco-Mercantile Trust Company was closed in 1933 for the now historic ''bank holiday'' declared by the newly-elected President Franklin D. Roosevelt, and it was formally liquidated some years later. Meanwhile, the Casco Bank and Trust Company was founded in 1933 as an entirely new bank, opening for business on December 11 of that year under the presidency of H. Herbert Sturgis, who was president of the Standish Land and Lumber Company. He was later succeeded by Leonard F. Timberlake, who was still serving as president of the bank in 1950. The Casco Bank and Trust Company points out that it stems in no way from the former Casco-Mercantile Trust Company, the sole connection being the identity of some of the officers and the premises at 475 Congress Street, Portland. Mr. Timberlake, for instance was formerly a vice president of the Casco-Mercantile. The Casco Bank and Trust Company, in 1950, had ten branches—one each at Bethel, Bridgton, Buckfield, Fryeburg, Limerick, Rumford, South Paris, South Portland, West Buxton and Woodfords.

During these first eleven years of statehood, important banking laws were enacted by the Legislature. In 1821 the annual bank tax, originally set by Massachusetts at one per cent, was increased to 3 per cent. The state also altered its requirements as to reports on the conditions of the separate banks, requiring thereafter, in addition to a financial statement, the sworn signatures of the cashier and a majority of the directors. In 1827 the Legislature authorized the Governor to appoint two commissioners to examine and report on the conduct of the state banks. In 1831 a thorough revision of all the banking laws was made. The tax on banks was reduced from 3 per cent to the original 1 per cent, and non-resident directors were prohibited by law. Also it was enacted into law that no person was permitted to be a director in more than one bank.

The early thirties of the nineteenth century initiated a period of speculative expansion which culminated in the panic of 1837 and opened a seven-year period of acute depression. This speculative ''boom'' was a combination of a natural growth process throughout the nation and of sheer speculative mania. Everything increased in value, whether with reason or not. Contributing factors were the development of the country, the encouragement given to business by the tariff of 1828, the boost to shipbuilding in the multiplying volume of foreign trade, the sale of wild lands by both State and Federal governments, and, finally, the rapid growth of the railroads.

For six years, 1831 to 1836 inclusive, fifty new banks were incorporated in Maine alone. Of that number, forty-one actually began transacting business. With prosperity on all sides, the successive Legislatures made no effort to determine whether the banks were needed—or if they were soundly organized. It is said that the specie for some banks was borrowed one day, counted by the Bank Commissioners on the second day, and returned to the lenders on the third day. Those who ''knew'' shrugged their shoulders. Then panic came.

When the dust of the crash was cleared away, wrecked banks dotted the financial landscape. On the whole, Maine's banks withstood the depression and its aftermath better than those of sister states. It is a tribute to Maine's banking intelligence and soundness that some of the State's strongest banks were launched in the midst of that hectic period. Among these were the Kenduskeag and Eastern banks, of Bangor; the Manufacturers' and Traders' Bank and the Bank of Cumberland, of Portland; the Freeman's Bank and the Granite Bank, of Augusta; the Skowhegan and Frontier banks, of Ellsworth; and the Medomak Bank, of Waldoboro. All these, except the Eastern Bank, later entered the national bank system.

Banking legislation during this period sanctioned the suspension of specie payments, which was forced upon the banks by nationwide conditions of panic. The right to issue banknotes was reduced in 1837 to 100 per cent for banks with a capital of $50,000 or less, to 75 per cent for banks with a capital of $149,999 or less, and to 66 per cent for banks with a capital of $150,000 or more. In 1841 the powers and authority of the Maine Banking Commissioners were broadened, and more severe penalties were provided for violation of banking laws. Then, in 1846, the Maine Legislature passed the first law requiring banks to keep a definite specie reserve in their vaults in proportion to the amount of banknotes outstanding.

The charters of all state banks expired in 1847. Of the total of fifty-six banks which had been in operation at one time or another during the period between 1831 and 1847, only thirty-one renewed their charters. The period of bank liquidation in Maine ended at that time, when another boom began. This prosperity seemed sounder than that of the previous decade. Railroad and clipper ship construction and the gradual development of the interior of Maine were conditions of great hopefulness, and banks flourished along with other business.

In consequence, the Legislature chartered more banks. From 1848 to 1861, inclusive, eighty-nine new banks were authorized, and fifty-six opened for business. Some of these new banks were sheer speculative enterprises, and continued for but a few years. Most of them were justified under prevailing conditions, however, particularly in view of the customary attitude that a large number of small competitive banks was preferable to a few large and powerful institutions.

The peak in bank development came in 1857, when seventy-six banks made annual reports to the State. Among the banks organized during that period were the Lewiston Falls Bank, later reorganized as the First National; the Merchants' Bank, of Bangor; the Rockland Bank and the North Bank, of Rockland; the Georges Bank of Thomaston, the Marine Bank, which later became the First National, of Damariscotta; the Ocean Bank, of Kennebunk; the People's Bank, of Waterville; and the International Bank, which later became the First National Bank, of Portland.

With the opening of the Civil War in 1861, all banks of Maine, like those of the entire nation, suspended specie payment. The Maine Legislature promptly passed an act suspending penalties for failure to redeem upon demand. Seventy-one state banks were in operation in 1861, after which no new banks were chartered. Despite the Civil War, Maine banks enjoyed a sharp increase in business between 1861 and 1864, caused by brisk trading, war production, rising prices and extensive issuance of the famous ''Greenbacks'' by the Federal government as legal tender, which pushed prices further upward in exact ratio to the increase in volume issued.

The first National Banking Act came in 1863. Only one new bank was organized in Maine under its provisions, and no state bank changed over at that time. A revision of the act in 1864 made its terms more liberal, but still the state banks were reluctant to change their charters. The Act of 1865 resorted to more drastic measures, imposing a tax of 10 per cent. on the issuance of currency by state banks and so forcing the reluctant banks to make the adjustment.

Sixteen Maine banks became national banks in 1864, thirty-eight in 1865, and four at later periods. This slowness to make the adjustment was typical of Maine's conservatism, for the state was not violently opposed to the development. In fact, the Legislature in 1865 passed an act which made it possible for state banks to convert to national banks with a minimum of trouble or formality. Those state banks which did not convert to national banks finally wound up their business affairs as follows: 1867, the Bank of Commerce, at Belfast, and the Searsport Bank; 1868, the City Bank of Bath; 1876, the Mercantile Bank of Bangor; and 1878, the Eastern Bank of Bangor.

The Veazie Bank of Bangor, headed by the indomitable General Samuel Veazie, stood stoutly against the change, basing its position on alleged constitutional grounds. General Veazie carried his case to the Supreme Court of the United States, questioning the validity of the ten per cent tax law. But in 1869 the court (Veazie banks *vs.* Fenno, 8 Wall. 533) decided that ''Congress having, in the exercise of undisputed constitutional powers, undertaken to provide a currency for the whole country, may secure the benefit of it to the people by appropriate legislation.'' So even the Veazie Bank became the Veazie National Bank in 1873, and in 1908 was merged with the Merrill Trust Company. The last state Bank to enter the National system was the North Bank, of Rockland, in 1877. It retained its former name.

## Savings Banks

The term ''Savings bank'' in Maine means those banks which are savings institutions to the exclusion of all other forms of banking. The thirty-four such institutions in the state in 1950 were mutual savings banks—that is to say, purely depositors' organizations.

The law defines most emphatically and carefully how these mutual savings banks are permitted to invest their money. The purpose of this strict regulation has been to obtain the safest possible investments for these institutions, which serve large numbers of working people in their communities, whom the state senses an obligation to protect particularly where their savings are concerned. As a result, these mutual savings banks have weathered trying conditions of all kinds, and they point with pride to their records. These banks usually do not pay high interest rates; their investments are so rigidly supervised. Usually they enjoy the confidence of the people because their officers are men of high integrity. Literally, the depositors own the banks and are the only ones to share in the profits, since there are no stockholders.

The first savings bank in Maine, the venerable Institution for Savings for the Town of Portland and its Vicinity, was chartered by the General Court of Massachusetts in 1819. From the beginning, it was closely associated with the Bank of Portland, chartered in the same year, although it was considered not as a new bank but as the successor of the old Portland Bank, established in 1799 and mentioned above as the first bank in the District of Maine. This old savings bank prospered for many years. Its deposits, which passed the $100,000 mark, were almost entirely invested in the stocks of different Portland banks, although smaller amounts were lent on personal security. It paid a regular 4 per cent dividend annually and declared an extra dividend every five years. It suffered severely in 1839, in common with all Maine banks, and at its liquidation it arranged a settlement with its depositors at a very slight loss to them. As a result of its closing, Maine's largest city was without a savings bank for thirteen years.

The second savings bank established in Maine was the Saco and Biddeford Savings Institution, founded in 1827. This bank was still operating in 1950. It was one of the first banks in Maine to celebrate its centennial. The Gardiner Savings Institution was founded in 1833, and the Augusta Savings Bank in 1848; both are still in successful operation. The City of Bangor Savings Institution (now the Bangor Savings Bank), the Bath Savings Institution, and the Portland Savings Bank were organized in 1852. All three were still in operation in 1950.

In the meantime three discount banks—the Biddeford Bank, the South Berwick Bank and the Lewiston Falls Bank—established departments for savings deposits in 1849, 1850 and 1852 respectively. These departments were discontinued about ten years later. The savings department of the Biddeford Bank became a separate institution—the Biddeford Savings Bank, which was still in existence in 1950. The savings department of the South Berwick Bank became the South Berwick Savings Bank. In 1854 the Hallowell Savings Trust was established, continuing under that name until 1925, when it was absorbed by the Hallowell Trust and Banking Company. The Rockland Savings Bank was founded in 1855, and the Skowhegan Savings Bank in 1856. The Lewiston Institution for Savings, incorporated in 1856, did not open until 1860, and failed in 1876.

In 1861 the number of savings banks in Maine reporting to the state was fourteen. Besides those mentioned, there were the Brunswick Savings Institution started in 1858; the Portland Five Cents Savings Institution, in 1859; and the Maine Savings Bank, in 1868. The York County Five Cents Savings Institution of Biddeford, was established in 1860. Since 1871 it has been known as the York County Savings Bank. The Calais Savings Bank began operations in 1861. The People's Bank of Rockland, also chartered in 1861, failed to organize.

These fourteen savings banks, in their 1861 report, including the savings departments of the two discount banks previously mentioned, had 9,818 depositors and a total of $1,620,270.26 in deposits. In 1855 total savings bank deposits were only $867,131. That was the first year the State made savings banks subject to examination by the Bank Commissioners. Perhaps those deposit figures were small, in terms of dollars as men have come to think them; but still they were the sweat-stained dollars of some 10,000 Maine citizens who, dollar by dollar, had accumulated a little financial dignity and a stake in the stability of Maine.

During the war years no savings banks were incorporated, but at the close of the Civil War Maine's savings banks were solid and substantial. Deposits had about doubled to $3,336,828. The people's confidence in savings banks was dramatically displayed in the ten ensuing years, from 1865 to 1875, during which the number of savings banks increased fivefold and the deposits tenfold. During that decade, seventy-six new savings banks were incorporated, although only fifty-three actually organized. The State acted in this situation in 1876 by repealing the charters of all savings banks not actually organized by April 1 of that year.

The development of Maine's savings banks attracted the attention of the Legislature, which in 1868 created the office of Examiner of Banks and Insurance Companies to replace the old Board of Bank Commissioners, abolished in that year after the establishment of the national banking system. In 1870, the separate office of Insurance Commissioner was established, and the Bank Examiner had nothing left to supervise but the savings banks. In 1909 the title of the office was changed to Bank Commissioner.

In 1869 a general savings bank law was passed. It contained general regulations concerning the organizations of savings banks, requiring them to accumulate a reserve capital equal to five per cent of their deposits in order to meet any losses—with one-quarter of 1 per cent of their profits to be set aside for this purpose annually before a dividend could be declared. This reserve was increased to 10 per cent in 1872. Also, in 1869, the Legislature ruled that no deposit was to be received under agreement to pay any specified rate of interest. The banks were prohibited from lending money on names alone, or to any trustee. In 1872, a prohibition was added which prevented the savings banks from lending money to unfinished railroads, or to railroads whose income did not pay the interest on their funded debt, or on bonds of any county or town outside of New England issued in aid of any railroad. The names of persons pledging bank stocks were to be returned to the assessors of the several towns. Then a state tax on one-half of 1 per cent per year was imposed on deposits for the benefit of schools. Regular dividends, not exceeding 3 per cent were to be declared every six months, with extra dividends, if earned, every four years (in 1873 the four-year period was reduced to two years).

In 1874 the savings bank law was again amended, this time to prohibit the banks from investing in securities issued outside of New England, excepting United States bonds and the bonds of a few of the largest municipalities, mostly in the Northeast. The state tax was doubled to 1 per cent, although funds invested in real estate were exempted and deposits were also exempted from all municipal taxation.

In 1876 the Legislature provided for the appointment of a Commission "to codify, amend or add to the laws relating to savings banks." The laws thus adopted, with but few changes, endured until

1922, when another Commission was appointed for the same purpose. This second Commission established the rules which, generally speaking, have governed since that time.

Figures are comparatively unimportant, but the importance of the savings banks of Maine can be expressed, from one side, in the increase in deposits in recent years. Deposits on June 30, 1944, were $162,412,866.98; on June 29, 1946, $215,355,914.61; on June 30, 1948, $230,757,346.19; and on June 30, 1950, $236,057,146.36. Real estate mortgages, including those on private homes, comprise the largest single item of investment of these banks, which in numerous other ways have contributed to Maine and its people. The savings banks also pay several hundred thousand dollars to the state in taxes each year.

Consolidations have considerably reduced the number of savings banks from the high mark a century or more ago. These mergers, as in the case of national banks and trust companies, have helped decrease operating expenses and effected other economies. The savings departments of trust companies have also greatly increased their deposits, which were about $2,196,000 in 1895 and had risen to $108,007,969.38 in 1950. There were 313,495 savings bank depositors on June 30, 1950, while savings depositors in trust companies numbered 226,101, as compared with 85,864 demand depositors in trust companies.

### National Banks

The national bank, representing the third stage in Maine banking development, derived its powers from federal law through federal charter instead of from state law and state charter. In most cases, the state banks simply adjusted their legal status and the ownership, and in some cases the name even remained unchanged. The change to the national bank form was practically complete by 1866, although a few state banks held out stubbornly for several years longer.

There has been a tendency in some quarters in Maine to regard the national banks as ''foreign'' institutions for the reason that they have derived their authority to do business from outside the State. Still, the stockholders are practically all residents of Maine, the depositors are mostly Maine people, and the national banks' loans and discounts are largely within the state. The best testimony to the value of national banks to the state, although they have decreased in number because of consolidations and other business reasons, lies in the fact that their assets have constantly increased. Business men recognize their soundness.

On the historical side, it will suffice to point out here that the federal government initiated the national banking system in 1863 to aid in financing the Civil War. The new banks were at first required to purchase government bonds to the extent of their capital; but they might, upon pledging these bonds to the United States Treasury, issue against them 90 per cent of their value in banknotes. This scheme was designed to provide the government with funds and at the same time to put into circulation a uniform bond-secured currency. The original law was amended a year after it was enacted, with the result that many state banks voluntarily entered the national system. But only in 1865, as mentioned above, were the state banks more or less forced into the system through imposition of a tax of 10 per cent on the banknotes issued by state banks. At that time currency issues were of vast importance to banks, whereas the deposit function was relatively much less important than it later became. The reverse is now true, deposits being highly important, and profits from issuing currency being but a small fraction of the total earnings of national banks.

NORTHERN
NATIONAL
BANK
1918

*Northern National Bank of Presque Isle*

The first national bank organized as such in Maine was the First National of Bath, established in 1863 and still operating in 1950. In 1864 the Market Bank, of Bangor, became the First National of that city. It continued in business until 1928, when the Merrill Trust Company purchased it. In order of founding, the following national banks then came into being: the Auburn Bank, later known as the First National Bank of Auburn, and which was merged into the First-Auburn Trust Company; the Maine Bank of Brunswick, later the First National of Brunswick, founded in 1857 and still operating in 1950; the International Bank of Portland, later the First National of Portland; and the Skowhegan Bank, which became the First National Bank of Skowhegan. Afterward the number of national banks rapidly increased, most state banks converting to the national bank form.

The First National Bank of Portland, mentioned above, became one of the city's outstanding financial institutions, but never reopened after being closed March 4, 1933, for the "bank holiday." The receiver, John F. A. Merrill, died while serving in that capacity, and was replaced by Robert Sidney Gass, of the Portland Gas Light Company. In place of the First National Bank of Portland, the First National Bank *at* Portland was opened on July 1, 1933, operating on 50 per cent of the assets of the former First National Bank of Portland in accordance with the "Spokane Plan." On December 30, 1939, the First National Bank at Portland was consolidated with the Portland National Bank, whose history dated back to 1889 and which was one of two banks in Portland permitted to reopen immediately after the "holiday" because its affairs were judged to be in such excellent condition. The First Portland National Bank thus came into being as a result of the merger at the close of 1939.

Once the formation of national banks began, after 1863, their number rapidly increased as state banks converted to the new form, until by 1866 there were sixty-one national banks in Maine. This number remained unchanged until 1872, when a new period of development began and the number rose by 1878 to seventy-two. By 1902 their number was eighty-six. Since that year the number of national banks has gradually declined.

The growth of Maine's national banks during the first forty years of their history is explained in the widespread need of a growing region for banking services. The national banks also enjoyed a remarkable freedom from competition. The old Maine state bank idea of developing many small, competitive banks was abandoned in favor of the national idea of a few large, non-competitive organizations.

The state banks therefore gradually vanished, while the only other type of banking institution, the savings bank, was restricted to receiving and investing savings deposits under strict supervision and limited operations. Thus commercial banking went wholly into the hands of the national banks at that time.

By 1902 the eighteen trust companies then in existence became serious competitors of the national banks, and from that year the increase in the number of trust companies was in direct ratio to the decrease in the number of national banks. Still, total national bank resources constantly increased even as the number of banks was smaller.

Maine's national banks have been continuously profitable. In the forty-seven years from 1872 to 1919, these Maine national banks paid their investors, on the average, slightly better than 8 per cent on their capital stock, and they earned 7½ per cent on their capital stock and surplus.

The condition of national banks in Maine, as compiled in reports of the Comptroller of the Currency, was as follows on June 30, 1949, and June 30, 1950:

| Number of Banks 33 June 30, 1949 | | Number of Banks 33 June 30, 1950 |
|---|---|---|
| | ASSETS | |
| $ 48,999,000. | Cash balances with other banks, etc. | $ 45,341,000. |
| 69,101,000. | Loans and Discounts | 72,141,000. |
| 105,412,000. | United States Government Obligations, direct and guaranteed | 103,823,000. |
| 8,809,000. | Obligations of States & Political Subdivisions | 9,156,000. |
| 7,740,000. | Other Bonds, Notes and Debentures | 11,149,000. |
| 590,000. | Corporate Stocks, including Federal Reserve Bank Stock | 629,000. |
| 1,041,000. | Bank Premises Owned, Furniture and Fixtures | 1,005,000. |
| 100,000. | Real Estate Owned, other than bank premises | 105,000. |
| 290,000. | Investments and Other Assets indirectly representing bank premises or other real estate | 272,000. |
| 441,000. | Other Assets | 461,000. |
| $242,533,000. | Total Assets | $244,082,000. |
| | LIABILITIES | |
| $112,737,000. | Demand deposits of individuals, partnerships and corporations | $114,142,000. |
| 88,485,000. | Time deposits of individuals, partnerships and corporations | 84,950,000. |
| 3,240,000. | Deposits of United States Government | 5,384,000. |
| 7,364,000. | Deposits of States and Political sub-divisions | 7,678,000. |
| 5,205,000. | Deposits of Banks | 5,421,000. |
| 1,703,000. | Other deposits (certified and cashier's checks, etc.) | 1,514,000. |
| 50,000. | Bills payable, rediscounts, etc. | 100,000. |
| 879,000. | Other Liabilities | 1,185,000. |
| 7,790,000. | Capital Stock, common | 9,215,000. |
| 9,663,000. | Surplus | 8,974,000. |
| 4,588,000. | Undivided Profits | 4,596,000. |
| 829,000. | Reserves | 923,000. |
| $242,533,000. | Total Liabilities | $244,082,000. |

Consolidations were one reason for the decline in the number of national banks after the Civil War. Another potent reason lay in the increased strength to be found in union. Mergers with trust companies, the fourth major development of types of banks in Maine, also offered certain decided advantages. The wider powers enjoyed by trust companies improved the opportunities for a good return on capital invested. Nevertheless, the national banks which have persisted as such have, despite their less favorable position with respect to profits, benefited through their very limitations which have given them a higher degree of stability and security. Trust companies are not restricted as to investment in stocks, whereas banks can purchase no stocks other than Federal Reserve Bank stock, which they are required to own to the amount of 3 per cent of their capital stock. Before 1913 national banks could not invest in real estate mortgages, but a later revision of the law permitted them to do so, first to the extent of one-third of their time deposits, and after 1927, to the extent of one-half of their time deposits. Before 1931 also national banks could not exercise any trust or fiduciary function, but later they were allowed to do so upon obtaining permission from the Comptroller of the Currency.

While trust companies have historically had an advantage over national banks in respect to legal reserve requirements, national banks have had an advantage of their own in being permitted to rediscount their paper to obtain additional loan capacity in time of stress and unusual demand. Trust companies in Maine have been able to accomplish precisely the same result by using "correspondent banks" as rediscounting banks, the "correspondents" in Boston and New York being members of the Federal Reserve System. Trust companies have also had the right to join the Federal Reserve System if they have so wished, so becoming subject to the same reserve law as that governing national banks.

The number of national banks in Maine is now apparently well stabilized. They have served the state well. As one commentator has written, "The high type of management, the safeguard of painstaking and fearless federal supervision, and the heritage of years of sound banking are assets that the state of Maine cannot afford to lose."

### Trust Companies

The fourth major development in Maine banking has been the almost spectacular growth of the trust companies. These institutions have been known variously as trust companies, trust and banking companies, banking companies and as trust and savings companies. But their charter powers have remained approximately the same. In fact, even before the revision of state banking laws in 1907 provided for their incorporation by statute rather than by special charter, they were relatively stabilized with respect to powers legally granted them.

A succession of liberal Legislatures gave these trust companies broad powers, and with all the benefits of alert and aggressive management they soon outstripped in respect to total resources both national banks and the savings banks.

The first trust company in the United States was the Farmers' Fire Insurance and Loan Company, now the Farmers' Loan and Trust Company of New York, established in 1822. It had power to make loans on the security of bonds and mortgages, real estate and corporate stock, as well as to carry on a fire and life insurance business, and it could act as trustee of estates and corporate mortgages. It could not, however, take deposits and discount promissory notes, drafts, or bills of exchange—a prohibition which indicated that the New York Legislature did not intend to allow it to become a competitor of existing commercial banks of discount. Similar charters were granted to other trust companies in New York, Pennsylvania, Massachusetts and other eastern states, all of them expressing the intent of these trust companies to deal only with those phases of banking not permitted to national banks and savings banks. However, either by liberal interpretation of implied powers or by express legislative acts, these trust companies became commercial banks in fact, if not in name. A few—for example, the Boston Safe Deposit and Trust Company and the Union Safe Deposit and Trust Company (before it merged with the Portland National Bank in 1927)—adhered closely to their original functions.

Trust companies in Maine may well be called state banks with authority to act as trustee. The value of their services to the state is shown by the fact that in 1926, only a little more than 50 years after they were established in Maine, these ''state's trust companies'' held a total of $19,310,000 of trust funds and sinking funds for corporations—about 11 per cent of their total resources of $173,146,000. More than ninety per cent of these trust funds were held by only four trust companies, while thirty-one of the fifty-three trust companies then doing business had none at all.

After the Civil War, many states embarked upon a system of state banking, particularly in the West and in the South. Maine witnessed only three attempts to organize a state bank. In 1879 James Dunning and five others were granted a charter for the Farmers' Bank of Bangor, with ''all the powers and privileges and subject to the liabilities and restrictions imposed by the general laws, provided that nothing in this Act shall authorize or allow said corporation to issue bills to be used as currency.'' In 1881 the Freeman's Bank, of Augusta, was similarly chartered. But in that same year Governor Plaisted returned to the House with his veto the charter of the Casco Bank of Portland, because of a clause which would have permitted the issue of bank notes. The point was academic because of the 10 per cent tax imposed by Congress upon State bank notes issued. The Governor, however, went even further in his veto message, saying, ''It would seem that by the number of charters of this character that this Legislature proposed to grant, it was the policy to return to the old system of state banks. That system is obsolete.'' But two years later the chartering of the Portland Trust Company laid the foundation for a new type of ''state bank.''

In 1885 the Portland Trust Company opened for business, with powers to receive on deposit money, securities, stocks, bonds, coin, valuable papers and other property; to collect and disburse the principal, interest and income of these properties; to act as agent to register and countersign stocks and bonds; to execute trusts; and to hold real estate for its own purpose. The first power granted, to receive money on deposit, implied the right to do a banking business, although the manner in which the money deposited should be invested was not specified. The tacit implication was that it could accept both demand and savings deposits. A further implication of the similarity between a trust company and a traditional bank lay in provisions that the institution was subject to the supervision of the Bank Examiner, that it was required to keep a reserve against deposits, and that its stockholders were liable to double liability in event of failure.

The Maine Trust Company, with identical rights and restrictions, was incorporated in the same year, but was never organized. The Portland Trust Company was bought by the Fidelity Trust Company in 1911. The People's Trust Company was incorporated and organized in 1885, but closed in 1913. In 1887 four more trust companies received charters: the Eastern Trust and Banking Company, of Bangor; the Oxford County Loan Association, of Norway; the Northern Banking Company, of Portland; and the Bar Harbor Trust and Banking Company, now known as the Bar Harbor Banking and Trust

Company. The first and the last of these four are still doing business, being now the oldest trust companies in Maine. The Northern Banking Company, although having authority to operate as a trust company, was empowered to guarantee principal and interest of real estate mortgages and issue bonds or debentures secured by assignment of mortgages owned and held by it. Excessive issuance of debentures secured by western farm mortgages caused its failure in 1897. The Oxford County Loan Association was given a similar privilege, although in view of its type of business it might have been properly classified as a trust company.

Most of the early trust company charters included the right to establish ''agencies'' anywhere within the state. Later this right was modified to include only establishment of branches at designated places. Stimulated by lack of restrictions on loans, and the absence of any definite capital requirements (national banks were strictly limited in capital requirements), the trust companies soon boomed throughout the State. Between 1887 and 1907, inclusive, 164 trust companies were organized. The Legislature was also liberal in granting extension of time within which trust company charters could be extended before organization. For example, the Bluehill Trust and Banking Company, incorporated in 1897, obtained extensions from the Maine Legislature in 1899, 1901, 1905, 1907 and 1909. Doubtless the charter of the would-be bankers of Bluehill would still be valid if the Legislature had not altered its policy in this respect.

As early as 1893 this liberal chartering of trust companies began to arouse criticism. In 1895 the Legislature, in granting new charters, began adding restrictions to help control their operation. Each trustee or director, for instance, was then required to own ten shares of stock. Companies could not lend or discount on the security of their own stock. A surplus fund equal to one-fourth of the bank's capitalization must be accumulated out of earnings. Also, no debenture bonds were to be issued. The Legislature provided, further, that ''if upon examination of the company, the Bank Examiner is of the opinion that its investments are not in accordance with the law, or said corporation is insolvent, or its condition such as to render its further proceeding hazardous to the public, or is of the opinion that it has exceeded its powers, or failed to comply with the law, he shall have such authority and take such action as is provided for in the case of savings banks.'' Because early trust company charters did not impose these restrictions, the Legislature enacted them into law in 1901 on motion of the Bank Examiner, to be binding upon all trust companies chartered. The 1901 act also forbade the establishment of trust company branches except by specific legislation. This law was subsequently changed to make the granting of new trust company charters and the establishment of branches subject to the will of the Bank Commissioner.

Branch banking has caused difficulties, not only in Maine, but throughout the nation. The early Maine trust companies initiated the ''branch'' idea, and by 1900 there were eight trust company branches, the Waterville Trust Company alone having started four. By 1927 the number of branches had increased to twenty-eight. In

1950 Maine's thirty trust companies had fifty-four branches and seven agencies. A branch of a large "city" bank offers certain advantages to a community; yet the success of a branch depends upon the wise selection of branch officials and fair treatment of local clients.

In 1907 the state passed a comprehensive law for the statutory regulation of trust companies. In addition to the previous restrictions, the new law provided that trust companies should be organized under the law rather than by individual charter, so that their powers and duties would be uniform throughout the State. The State Banking Department was entrusted with what amounted to veto power over the establishment of new companies. Restrictions on loans were made uniform with those laid down in the National Bank Law, and any director voting an illegal loan was made criminally responsible, as well as individually liable, for the full amount of the loan. Capital requirements were established at $25,000 for a town or city of not more than 5,000 population; $50,000 for a place of 5,000 to 10,000; $75,000 for places of from 10,000 to 20,000; $100,000 for communities of 20,000 to 30,000; and $150,000 for places of more than 30,000 population. Branches were to be established only on approval of the Bank Examiner in the county where the bank's home office was situated or in a contiguous county.

Although the progress of the trust companies up to 1907 was great, their total assets at that time were still smaller than those of either the savings banks or the national banks. Trust company gains had been accomplished with a minimum of loss; only four such companies had been closed up to that time, and liquidation of their affairs had resulted in a loss of only $4,180 to depositors, this entire loss having been in one of the early "debenture" companies.

The years following 1907 demonstrated the soundness of the Maine trust companies, whose business grew—partly because of the natural development of Maine, but even more as a result of wise trust company policy, which in some cases included the absorption of national banks and savings banks. By 1925 trust companies had taken over twenty-three national banks and eight savings banks. Two of Maine's largest trust companies, the Fidelity of Portland, and the Merrill of Bangor, used this means in particular. The Merrill of Bangor, organized in 1903, bought the Kenduskeag National in 1906, the Veazie National in 1908, the Second National in 1917 and the First National in 1928. The bank's branch at Machias was formerly the Machias National; that at Bucksport, the Bucksport National; that in Dexter, the Dexter Trust and Banking Company, and those in Old Town and Orono the Old Town Trust Company. By 1950 the Merrill Trust Company, of Bangor, had twelve branches, each called simply the Merrill Trust Company Branch. These branches were situated in Belfast, Bucksport, Calais, Dexter, Dover-Foxcroft, Eastport, Jonesport, Machias, Milo, Old Town, Orono and Searsport. All were headed by George D. Everett as president, with Lionel L. Cook as treasurer, both of them at the main institution in Bangor, while a branch manager was in charge of each of the twelve branches.

The Fidelity Trust Company, established in 1906, took over the National Traders Bank in 1908, the Portland Trust Company in 1911 and the United States Trust Company in 1926. It also owned other banks, among them the Westbrook Trust Company and the Yarmouth Fidelity Trust Company, and at the end of the first quarter of the twentieth century was an outstanding New England banking institution. After the 1933 "holiday," it did not reopen, and liquidation proceedings began in that year under the direction of the chairman of the bank's board of directors, Robert Braun, who was appointed by the Maine Supreme Judicial Court as conservator. Preliminary liquidation was accomplished fairly speedily, although final liquidation of Fidelity Trust took about a dozen years' time. It paid its indebtedness to depositors to the extent of about 95 per cent on savings accounts and approximately 76 per cent on checking accounts.

The bank building was taken over by the National Bank of Commerce, newly organized in 1934, which took over the premises only of the old bank, but none of its assets. The officer personnel of the new National Bank of Commerce included, among others, several from the old Fidelity Trust Company and from other former Portland banks, closed for the 1933 "holiday."

The Westbrook Trust Company was reorganized in July, 1933, under its original charter of 1890. The plan of reorganization was known as the "Westbrook Plan." The capital stock of the corporation, before its sale to the Fidelity Trust Company, consisted of 1,000 shares at $100 par value. Under the Westbrook Plan it was voted to increase the number of shares to 6,600 at $25 par value. All depositors of the Westbrook bank were solicited and invited to accept stock in the reorganized corporation, with the understanding that settlement of claims would be made in the following manner: 40% of their balances—in both savings and commercial departments—would be paid in cash; 10% would be paid in the stock of the new corporation; and 50% would be paid by issuance of "Certificates of Deferred Distribution of Assets," each consisting of ten coupons to be paid out of the income of the corporation as the new bank prospered.

In July, 1945, there were three coupons yet unpaid. There was, however, enough surplus cash on hand with which to pay one coupon. Application was made to the State Bank Commissioner, and permission granted, to issue for sale preferred stock in the amount of $250,000. By so doing, the Westbrook Trust Company completely paid off its obligations to the assenters to the Westbrook Plan. The preferred stock was paid off by the drawing of stockholders' names at six-month intervals, from 500 to 510 shares being redeemed at each drawing. The last payment—$97,850—was made with the Bank Commissioner's permission on December 31, 1949, from cash on hand. The first dividend of $1 per share was paid on December 15, 1949. Thus the Westbrook Plan came to a successful conclusion. Many Westbrook citizens are deserving of credit for its satisfactory fruition, notably John Clark Scates, the first president; John E. Hyde, the first vice president; Almon N. Waterhouse, the first treasurer; Judge Frank P. Pride, the first clerk; and the Rev. Philip E. Desjardins, who, though not an official, assisted immeasurably in bringing the plan to a successful conclusion.

In 1915 Maine legislators, worried over the independence of the trust companies, passed an act giving them the "right" to join the Federal Reserve System. The solons at Augusta evidently expected the trust companies to rush into the federal system, if for no other reason than to gain the privilege of rediscounting their paper through this medium. Actually, the trust companies remained cold to the idea. Only a few bothered to join the system, for they already enjoyed their own rediscounting system through larger "correspondent banks" outside the state. They had all the advantages of the Federal Reserve System without bearing the burden of its support. Some leaders at Augusta viewed the situation with alarm, but most sober minds recognized that the trust companies could not be blamed for endeavoring to keep their earnings as high as possible through saving the expense of membership in a Federal Reserve whose benefits they did not need.

Taxation of bank stock and shares was another problem which concerned banking. Before 1921 the different municipalities had devised their own methods of taxation, which were, of course, very unequal. It is difficult to tax such intangibles as stocks and shares, some of which endeavor to escape taxation by not being valued at all. In at least some cases, local tax assessors were not equipped to make a just appraisal of bank shares from a tax point of view. Finally, in 1921, the Legislature enacted a law by which property taxes on trust company and national bank shares were made uniform. Each bank was instructed in that law to report to the Bank Commissioner sufficient information to make possible an accurate valuation of its shares. On the valuation thus arrived at, all stock was to be thenceforth taxed at the uniform rate of 15 mills per dollar (1921 law). This tax was to be collected by the state and remitted to the communities where the bank stockholders resided, the tax on non-resident stock going to the town or city where the bank was located.

A 1923 revision of Maine's banking laws provided among other things, with respect to trust companies, that the surplus fund required to be accumulated be raised from one-quarter to one-half of the capital stock; that the borrowing capacity of banks be limited in amount to the total of combined capital, surplus and undivided profits, save for the temporary purposes of stopping a run or preventing the wasteful sale of assets; and that the powers of the Bank Commissioner be enlarged and strengthened. That law was a direct outgrowth of five trust company failures at Waterville, Pittsfield, Sanford, Belfast and Wiscasset. The new law was designed to prevent such failures.

The most spectacular development of recent decades in the banking world was the "bank holiday" of 1933, declared by President Franklin D. Roosevelt immediately upon taking office as the nation's Chief Executive. His now famous utterance about "driving the money changers out of the temple" took hold of the popular fancy at the time, although feelings regarding the events of that hectic period are still mixed and confused, probably mostly through sheer lack of knowledge of what was really happening behind the events of the moment.

Maine banks, in common with most of those in the East, perhaps made a better showing in that emergency than did many middle western and western banks, possibly because of the numerous connections with strongholds of eastern capital. Even those Maine institutions that were not permitted to reopen after the "holiday" were able, in practically all cases, to pay from 95 to 100 cents on the dollar to their depositors through the various liquidation settlements that were worked out.

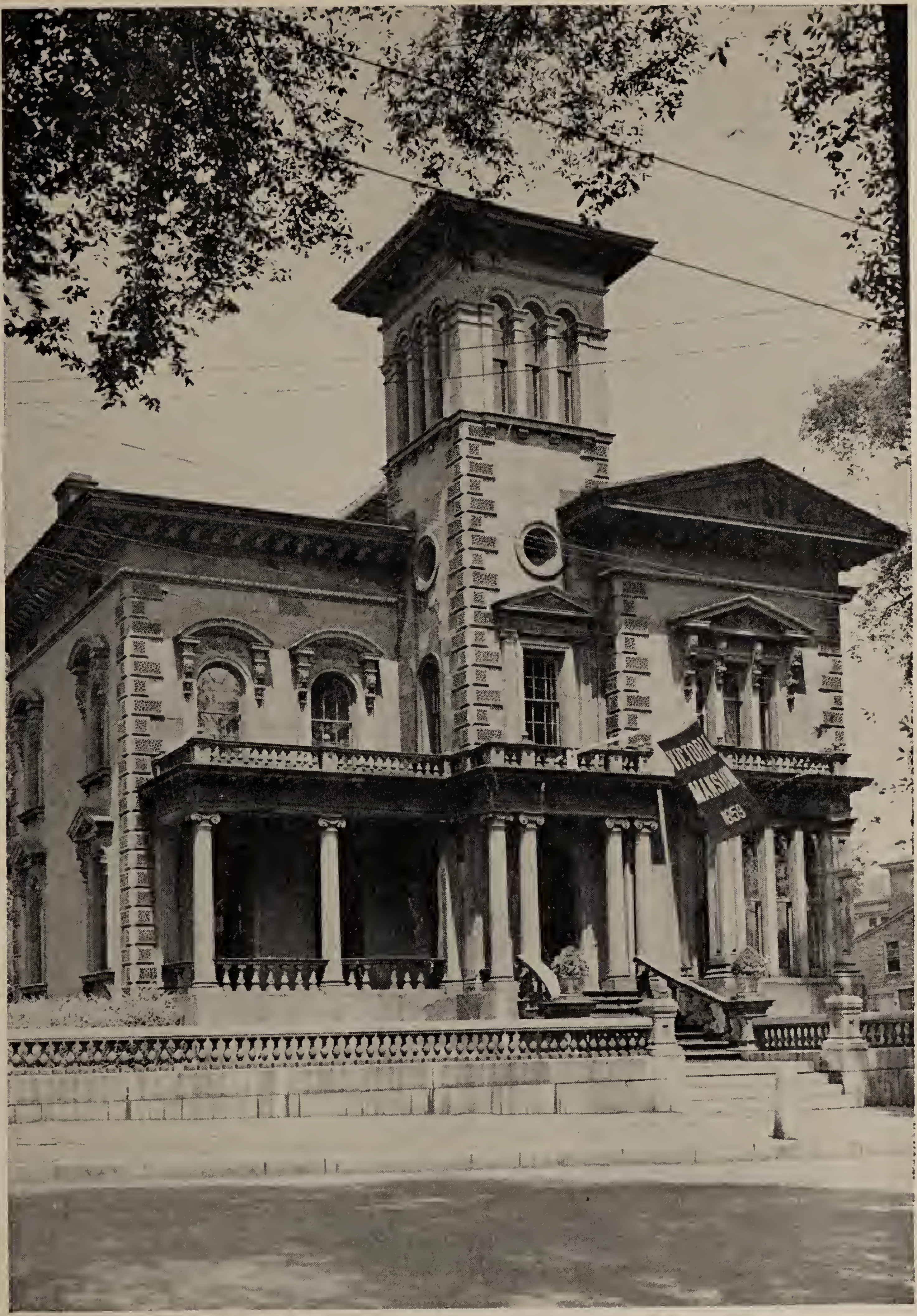
As long after the event as the end of 1950, the writer asked several individuals prominent in Maine banking whether they considered the "bank holiday" of 1933 and the ensuing liquidations absolutely unavoidable, but his question evoked no uniformity of opinion from them. One man answered that, in so far as any generalization could ever be made about anything, the total purpose and result of the closing was, in his view, to remove banking from the hands of those sitting in the seats of banking authority and place it, instead, in the hands of "a new crowd." In other words, his judgment was that the entire move was basically political—a natural accompaniment of a change in administration at Washington, D. C.

Another countered this view by pointing out that if such were the intention the desired result was not attained by the promulgators of the "holiday," in as much as so many of the same "money-changers" went back into the same "temples" as soon as the holiday was over. One individual who had been attorney to a "conservator" of that period insisted that no politics whatever underlay the developments in banking, at least in Maine, where, in this individual's view, every single bank closing was 100 per cent necessary and called for by general disregard of sound banking principles and practice.

Another bank official who went through that period pointed out that many inequities transpired in the treatment accorded banks in this state, as elsewhere, and pointed to certain Maine banks which had been able to reopen because, in considerable degree, of aid furnished after the "holiday" from funds of the Reconstruction Finance Corporation, initiated in the Hoover Administration but continued under the "New Deal," whereas other banking institutions in a much stronger financial position were forced to close their doors. But the cause, in this particular banker's view, was not to be found in political favoritism, but in the necessity of making big decisions with abnormal haste.

Most of those questioned agreed that unwise loans had been made, and in some cases increased, contrary to sound banking practice, and that, in certain instances, for undeniably speculative purposes and questionable investments. Many held that, even so, the banks were basically sound, as their payments to depositors at the time and subsequently had proved, and a little help from government in the form of a guarantee of deposits, instead of a slap in the face, might have brought the country through the banking crisis with an even better showing than was actually made and might have cost the government itself less money, while accomplishing the same result.

Certainly, regardless of the actual necessity for the action taken by the federal government at that time and the deep, underlying


VICTORIA
MANSION

*Victoria Mansion, Portland*

motives of the President, the ''holiday'' had one important political result. It touched everyone's pocket book, even if with only a slight brushing movement in some instances, although more roughly in others, and in a super-dramatic manner made the entire population of the United States ''bank-conscious,'' conscious that the financial system had a meaning. It paved the way for the Roosevelt government to introduce new national legislation for the protection of depositors and the general public with almost certain assurance of success for his measures in Congress. It even made many bankers more conscious, undoubtedly, of their obligations to the millions of people whose funds were entrusted to their care. It was a dramatic move by a President with a gift for drama, and it accomplished results concerning the value of which historians of the future may be better able to pass judgment. It took banking out of the back rooms and from behind the cage into the open.

If banks, as a result, came under a government surveillance that was distasteful, and found themselves hemmed about by new restrictive laws, they probably benefited in other ways from concurrent legislation by the new ''people's government.'' In Maine, where so many bank loans, particularly in the northern part of the state, are ''potato loans'' or are made on other farm crops and therefore subject to the whims of nature and weather, federal support for crop production on the agricultural side of the New Deal must certainly have served to make the ''potato loans'' more secure than they once were, simply because the federal government has helped make the farmers' position more secure. Other similar examples could be cited. As to the soundness of the whole development, the future may judge.

In any event, Maine's banks ended 1950 in splendid condition for the most part, as was evidenced by the $90,370,000 deposits in Portland's four commercial banks and the $31,200,000 the same four banks had out on loan. Sixty Greater Portland citizens were these same banks' directors.

## The Maine Bankers' Association

An instrument for promoting bank stability and progress in this state, the Maine Bankers' Association, was formed at the Falmouth Hotel, Portland, March 17, 1900, with Charles S. Hichborn, of Augusta, as president; Charles G. Allen, of Portland, vice president; John R. Gould, of Augusta, secretary; and George A. Safford, of Hallowell, treasurer. Members of the first executive council were W. D. Mussenden, of Bath; C. D. Crosby, of Bangor; J. F. Stetson, of Camden; A. H. Plaisted, of Waterville; and A. L. Templeton, of Lewiston.

In 1950 the association celebrated its fiftieth anniversary. Richard S. Bradford was elected president for the year 1950-1951; Harold R. Stone and R. H. Sturtevant, vice presidents; and George C. Fernald, secretary-treasurer. Mr. Fernald, from his office in Augusta, had already handled the executive management of the association as its secretary from the time of his first election to that office in 1936. He was first elected treasurer in 1932, succeeding the organization's only other treasurer, George A. Safford, who had served thirty-two years in the office. The association had only four secretaries in its half-century of history, the first three having been John R. Gould, 1900-1907; Hascall S. Hall, 1907-1915; and E. S. Kennard, from 1915 to 1936, when Mr. Fernald took the office.

Interest in the association steadily grew from its inception. The annual banquet attendance in 1933 was 340; in 1949, 630. Attendance has so increased that only one hotel in Maine—the Poland Spring House—has adequate facilities for the annual conventions. Although originally only commercial banking institutions were members, an increasing number of mutual savings banks have joined it, and numerous loan and building associations have become associate members.

### Loan and Building Associations
### and
### Savings and Loan Associations

The "building and loan association," technically called "loan and building" or "savings and loan" association in Maine, had its origin in the co-operative movement which came to America from Europe, at least in so far as it was an organization of individuals committed to promote one another's welfare by developing thrift, pooling savings and financing homes. From time to time this type of organization has been called a "building society," a "building association," a "mutual savings and loan association," a "homestead aid association," a "co-operative bank" or a "co-operative savings and loan association."

The first such association in the United States was the Oxford Provident Building Association, organized in 1831 at Frankford, Pennsylvania. At its meeting on April 11, that year, the Oxford association voted its first loan of $375 to Comly Rich, a lamp-lighter. As the transaction was recorded in the minutes, "Comly Rich offers 10 Dollars for the loan due the 9th of May next which being the highest premium offered it was adjudged that he was entitled to the same."

The first organization of the kind in Maine was the Portland Mutual Loan and Savings Association, formed as a voluntary group in 1853. In 1854 the Legislature passed an act incorporating it—unquestionably the first loan and building legislation in the state. Few records remain of that association, whose president was Nathaniel F. Deering; and those records cease about 1864, when probably the association also ceased.

In 1877 the Legislature made provision for incorporation of organizations of this type, and the first association to be founded under this act was the Bangor Association, organized at Bangor, which began operations March 8, 1886. There were sixty-two subscribers to stock, among them Charles H. Adams, who was elected president of the Maine League of Loan and Building Associations on October 26, 1929. He died April 18, 1930. It was organized on the "serial plan," incorporation papers providing for "not more than 3,500 shares to be issued in one or successive series as shareholders may vote."

One of the early associations was the Casco Loan and Building Association, of Portland, established in 1888. When, sixty years later, plans were under way for it to merge with the Homestead Savings and Loan Association, no precedent yet existed for such a consolidation, a matter of some concern to the legal talent engaged to handle the transaction. The merger was effected, however, on July 31, 1948, the first of its type in Maine, to form the Casco-Homestead Loan and Building Association, of which Henry J. Sinnett, who had been with the Casco organization from 1915, became secretary.

Nationally chartered savings and loan associations came into being in 1933. As in the case of banks, the name usually denotes whether an association is nationally chartered or state-chartered. An exception is the Federal Loan and Building Association, of Portland, which had been operating under that name long before ''federal'' charters were granted and therefore did not see fit to change a designation around which a great deal of good will had accumulated.

The naming of the associations had historically been a matter of free choice on the part of those concerned, but as the conditions surrounding them in different states became circumscribed by both state and federal law it was thought wise to try to standardize the nomenclature of the organizations. The United States Building and Loan League, which had been formed in Chicago on April 14 and 15, 1893, made a study of this situation in the 1930s, and at the end of that decade the use of two forms was authorized in Maine—''loan and building'' and ''savings and loan.'' Both were still used in 1950.

The names have always tended to center around the function of the specific association concerned. The widespread use of such designations as ''building and loan'' or ''loan and building'' stems from the fact that one of the major purposes of these associations originally was the financing of home construction. Borrowers paid off their indebtedness in regular monthly installments, combining interest and amortization in one payment. Staffs did not need to be large; therefore expenses were relatively low for the associations, and the very principle of gradual repayment made the loan all the safer.

As a result the associations prospered and grew in number. The prevalence of construction activity formerly was a pronounced influence upon the number of them, although the ''savings and loan'' principle stressed savings and somewhat relegated the financing of building activities to the background. In the 1920s the number of associations in Maine increased to about forty; then a decrease occurred. On December 31, 1930, there were thirty-six associations in the state, with assets amounting to $24,230,078.57. On June 30, 1950, there were only thirty associations in Maine, but their combined total resources amounted to $35,334,172.11, representing an increase from $33,701,197.55 a year earlier.

Banks have taken over, in the last twenty years, some of the functions which formerly were the exclusive domain of these associations—notably the financing of Home construction, home repair loans and the like. Still, there is a place for these institutions, as the following statement of their resources and liabilities in 1949 and 1950 indicates:

| June 30, 1949 | RESOURCES | June 30, 1950 |
|---|---|---|
| $ 198,778.78 | Loans on Shares | $ 250,282.82 |
| 4,386,893.26 | Loans on Mortgages of Real Estate (S.F.) | 4,653,420.85 |
| 20,744,751.93 | Loans on Mortgages of Real Estate (D.R.) | 21,854,455.36 |
| 139,604.24 | Guaranteed Loans (F.H.A.) | 363,606.07 |
| 4,813,580.05 | Guaranteed Loans (V.A.) | 4,472,775.84 |
| 3,138.42 | Advances for Taxes, Insurance, etc. | 10,309.79 |
| 77,606.36 | Real Estate Acquired by Foreclosure | 61,098.50 |
| 167,971.90 | Real Estate in Process of Foreclosure | 214,164.78 |
| 40,075.29 | Real Estate Sold Under Contract | 41,336.16 |
| 1,560,334.93 | United States Securities | 1,586,656.27 |
| 258,200.00 | Stock in Federal Home Loan Bank | 278,200.00 |
| 370,909.81 | Other Investment Securities | 345,323.23 |
| 44,320.02 | Office Buildings & Leasehold Improvements | 45,880.94 |
| 19,086.79 | Furniture and Fixtures | 19,815.06 |
| 760,326.78 | Cash on Deposit | 1,054,945.59 |
| 23,111.58 | Cash on Hand | 26,767.99 |
| 83,223.66 | Shares Owned | 46,206.89 |
| 9,283.75 | Other Resources | 8,925.97 |
| $ 33,701,197.55 | Total Resources | $ 35,334,172.11 |
|  | LIABILITIES |  |
| $ 14,677,212.96 | Accumulated Capital (Free Shares) | $ 14,458,739.66 |
| 1,210,502.84 | Accumulated Capital (Mortgage Pledged Shares) | 2,042,103.37 |
| 369,822.61 | Accumulated Capital (Pledged for Share Loans) | 477,776.38 |
| 585,311.12 | Advance Payments | 535,331.31 |
| 6,108,333.34 | Prepaid Shares Certificates | 6,951,584.08 |
| 2,165,621.96 | Full Paid Shares Certificates | 2,278,944.01 |
| 60,576.22 | All Other Shares | 162,261.88 |
| 1,610,914.99 | Matured Shares | 1,603,790.11 |
| 1,752,368.00 | Borrowed Money | 1,157,495.00 |
| 2,663,707.61 | Guaranty Fund | 2,929,695.38 |
| 1,971,066.25 | Profits | 2,026,762.73 |
| 262,763.16 | Reserves | 349,945.97 |
| 170,470.53 | Due to Borrowers | 257,061.87 |
| 3,720.42 | Forfeited Shares | 4,094.77 |
| 88,805.54 | Other Liabilities | 98,585.59 |
| $ 33,701,197.55 | Total Liabilities | $ 35,334,172.11 |

The growth of loan and building associations in Maine since 1887 is indicated in the following table:

| Year | Number | Guaranty Fund | Undivided Profits and Reserves | Shareholder's Funds (exclusive of Matured Shares) | Assets |
|---|---|---|---|---|---|
| 1887 | 10 | $ 10.00 | $ 15,981.00 | $ 74,900.00 | $ 93,614.00 |
| 1890 | 24 | 975.00 | 24,084.00 | 590,633.00 | 633,059.00 |
| 1895 | 33 | 19,145.00 | 50,188.00 | 2,379,241.00 | 2,469,884.00 |
| 1900 | 33 | 54,968.00 | 59,919.00 | 2,726,659.00 | 2,862,179.00 |
| 1905 | 35 | 74,246.00 | 69,041.00 | 2,952,316.00 | 3,192,474.00 |
| 1910 | 35 | 111,670.00 | 104,076.00 | 3,878,642.00 | 4,343,976.00 |
| 1915 | 37 | 154,234.00 | 157,175.00 | 5,117,301.00 | 5,957,696.00 |
| 1920 | 39 | 268,199.00 | 311,206.00 | 7,531,163.00 | 9,248,961.00 |
| 1925 | 39 | 458,140.00 | 507,837.00 | 13,041,323.00 | 16,196,421.00 |
| 1930 | 36 | 751,322.00 | 769,332.00 | 20,253,023.00 | 24,309,383.00 |
| 1935 | 36 | 934,198.00 | 1,108,764.00 | 16,350,418.00 | 22,738,440.00 |
| 1940 | 36 | 1,183,233.00 | 1,611,314.00 | 16,509,414.00 | 23,137,858.00 |
| 1945 | 32 | 1,841,607.00 | 1,959,885.00 | 19,582,309.00 | 25,694,715.00 |
| 1950 | 30 | 2,929,695.00 | 2,376,709.00 | 26,906,740.69 | 35,334,172.00 |

The Maine League of these associations was organized May 10, 1900, and in 1922 Portland was the scene of the United States League's convention.

### Other Banking Services

Several special types of financial service exist in Maine, in addition to the banks and associations treated above. The Morris Plan Banks, organized extensively in cities and towns throughout the United States, appeared in Maine in the Middle 'teen years of this century. Their procedure was to make small loans to borrowers who could find co-makers. They made no mortgage loans. Some years ago, as national banks and trust companies entered their field, promoting their efforts by wide advertising, the Morris Plan Banks withdrew from the scene, or were converted or merged into a newer type of organization, the "industrial bank."

There are two industrial banks in Maine—the First Industrial Bank of Maine, organized in Portland, in 1918, which operates a Lewiston branch; and the Commercial Credit Plan Incorporated, of Presque Isle, organized in 1948.

There were eight "credit unions" in Maine in 1950. All of them were organized within certain large industrial or governmental units to serve employes within those specific organizations. The following chart represents their condition in 1949 and 1950 in the form of combined assets and liabilities:

| June 30, 1949 | ASSETS | June 30, 1950 |
|---|---|---|
| $ 636,042.96 | Loans | $ 995,992.68 |
| 229,545.00 | United States Government Securities | 218,095.00 |
| 40,153.26 | Other Investment Securities | 11,546,56 |
| 1,087.86 | Furniture and Fixtures | 945.00 |
| 80,009.51 | Cash | 73,356.08 |
| 700.52 | Other Assets | 1,397.75 |
| $ 987,539.11 | Total Assets | $ 1,301,333.07 |
| | LIABILITIES | |
| $ 621,871.49 | Shares | $ 818,899.00 |
| 147,313.61 | Deposits | 155,807.49 |
| 44,649.20 | Guaranty Fund | 57,572.76 |
| 37,967.07 | Undivided Profits | 42,666.93 |
| 5,000.00 | Reserves | 13,070.96 |
| 130,000.00 | Borrowed Money | 212,500.00 |
| 737.74 | Other Liabilities | 815.93 |
| $ 987,539.11 | Total Liabilities | $ 1,301,333.07 |

### Small Loan Agencies

On June 30, 1950, Maine had forty-nine active small loan agencies, with 38,644 loans aggregating $5,063,945.14, compared with forty-five such agencies in the previous year, with 36,192 loans totaling $4,380,500.98.

Time was when small loans were ignored by regular banking institutions, but at length even the largest banks recognized that the financing of automobiles, radios, television sets and even doctors' bills was a profitable field of investment. Today large, dignified financial institutions advertise loans "from $100 up," and actually make such loans over the stately mahogany desks of some fourth or fifth "vice president in charge of small loans." Some Maine banks remain conservative in this respect, but as a rule even the most reticent of them neglect no avenue to profit. Advertising itself was at one time shunned by bankers, but most of them are deciding now that their erstwhile reticence was "false ethics."

### OTHER FINANCIAL SERVICES

Maine does not have a Federal Land Bank within its borders, being served by the Federal Land Bank at Springfield, Massachusetts. In the Federal Reserve Bank System, Maine is also covered by the Federal Reserve Bank at Boston. In regard to clearing houses, only two Maine cities maintain such services—Portland and Bangor.

### INSURANCE

Life insurance in Maine is represented by all the big national companies and by one indigenous company, which claimed in 1950 to be the largest financial institution in the state in point of quantity of dollars handled—namely, the Union Mutual Life Insurance Company, of Portland. This company was organized in 1848, and it now has policyholders in every state, as well as Hawaii, Puerto Rico and Canada. Elisha B. Pratt became the first president of the company in 1848, and he guided it through a period of national and general unrest, including the dreams of gold that people everywhere in the East were cherishing with respect to California. Elizur Wright, father of legal reserve life insurance, was an early actuary, and devoted much of his career to reforming early life insurance abuses. Through his efforts, such features as the net reserve valuation, the non-forfeiture provision and cash values were enacted into law. He worked out an actuarial table that made it possible to place a definite net value on any life insurance contract.

Union Mutual has been a pioneer along many life insurance lines, introducing the "endowment policy" as such in 1850. No company had ever before announced such a policy, but the idea took hold. The guarantee in it was to pay the face amount of the policy to the insured at the age of 60 years, if he was then living. The first such policyholder lived, and the amount was paid October 18, 1877.

The very first policyholders were forbidden to visit Oregon, California or New Mexico without company consent, and policies were null and void if the insured died in consequence of a duel. But by 1850 the company even had a California office. The rapid growth of Canada also encouraged the company to set up two agencies there shortly afterward. After the Civil War it followed the general westward expansion. It has weathered twelve depressions, from the panic of 1857 to the crisis of the early 1930s. Throughout its history of more than 100 years, it had only eight presidents, the eighth being Rolland E. Irish, still serving at the middle of the twentieth century. Its recent board members include such men as John L. Baxter, partner, H. C. Baxter and Bro., prominent Maine food packing firm; Frank H. Bradford, treasurer, Rumford Falls Power Co.; Harold Cabot, president, Harold Cabot and Co., Inc., Boston advertising firm; Edward W. Cox, chairman of the board, First Portland National Bank; Edward W. Cram, president, Winslow and Company, tile manufactures; Guy P. Gannett, president, Gannett Publishing Company; Fred D. Gordon, vice-president, Central Maine Power Company; Hon. Horace A. Hildreth, Governor of Maine; Rolland E. Irish, president; William S. Newell, president, Bath Iron Works Corporation; and Edward W. Wheeler, vice-president and general counsel, Maine Central Railroad, now retired.

In its first century of business Union Mutual paid more than $141,000,000 to policyholders and beneficiaries, over $81,000,000 of it to living policyholders, including more than $20,000,000 in dividends. At the close of that ''century of progress,'' as the company styled its anniversary, policyholders had more than $200,000,000 of life insurance in force—the largest amount in the organization's history.

For an insurance company, growth consists, not in selling policies and letting the funds thus gained lie idle, but in charting a wise and active investment policy. In the case of Union Mutual, this policy has called for investments in government bonds of the United States, Puerto Rico, Australia and Canada, as well as in state, provincial, county, municipal, public utility, industrial and railroad bonds. United States Government bonds alone totaled $21,774,826.22 at the close of 1949; and public utility bonds, $9,381,197.18.

Next largest item of investment, and one that has climbed rapidly in recent years, has been mortgage loans. These loans, while constituting an excellent investment in Maine and New England character, have rendered an outstanding public service, with the result that the home loan division of Union Mutual has become a veritable enterprise within an enterprise. Mortgage loans totaled $8,420,229.55 at the close of 1949, and approximately $10,500,000 at the close of 1950. The company has found word-of-mouth advertising its best source of business in this field, and has established a system of loan correspondents—real estate brokers, banks and others—throughout Maine. Most of these mortgage loans are to home owners. They totalled about 1,400 at the end of 1950. Commercial loans are distinctly secondary in company policy, which aims at diversification.

Union Mutual also works with banks on selected loans. In order to remove the necessity, which would otherwise exist, for sending borrowers out of the state, Union Mutual has joined with some savings banks and several loan undertakings. Usually the insurance company handles the negotiations and contracts in this instance, submitting information to the banks, which are then free to approve a loan or refuse it. In 1949 and 1950 the following loans, for example, were made in this way, jointly with savings banks: $350,000 to a manufacturer; $600,000 for a mortgage on a commercial building; $800,000 on a Catholic high school; $350,000 on a hospital; $100,000 on a new industrial plant; and $180,000 to another industrial plant.

Although Union Mutual is the only life insurance company native to Maine, there are other strictly Maine companies, such as the Maine Bonding and Casualty Company, of Portland, and numerous mutual fire insurance companies scattered throughout the state. The Maine Bonding and Casualty Company, which describes itself as the only native Maine multiple-line company, is an outgrowth of the old Union Safe Deposit and Trust Company, organized in 1893. That company did a banking business and had the right to issue probate and fidelity bonds. The "bank" portion of the company was merged with the Portland National Bank in 1928, and the bonding business was made into a separate organization, the Union Safe Deposit and Trust Company of Delaware, in December, 1927. The Union Safe Deposit and Trust Company of Delaware was a surety company working exclusively in Maine. In April, 1929, the Maine Casualty Company, a casualty company likewise working exclusively in Maine, was formed. The two were merged on September 1, 1939, to found the Maine Bonding and Casualty Company. This company, which has 325 agents in Maine, deals in fire, casualty and surety bonds.

In 1949 the company's premiums crossed the $1,000,000 mark for the first time, reaching $1,067,856. During that year a total of 26,000 fire, casualty and surety policies were issued, renewed or extended . The distribution of business over a five-year period follows:

| Year | Surety | Casualty | Fire | Total |
|---|---|---|---|---|
| 1945 | 194,385 | 241,593 | 27,535 | 463,513 |
| 1946 | 190,744 | 322,684 | 54,312 | 567,740 |
| 1947 | 216,009 | 456,981 | 118,354 | 791,344 |
| 1948 | 230,298 | 604,779 | 138,207 | 973,284 |
| 1949 | 246,817 | 662,376 | 158,663 | 1,067,856 |

Many fire insurance companies in Maine underwent a difficult period in 1947 because of the wide sweep of forest fires at that time; but by one means or another most of them have managed to weather the situation.

Maine has many insurance agencies, through which every type of insurance is available—ordinary life, ordinary endowment, group insurance, industrial insurance, fire insurance, many types of liability insurance covering accidents, health, owners' and tenants' liability, public liability, workmen's compensation, fidelity, surety, glass, burglary and others.

## Conclusion

In 1950 Maine had the following trust companies:

| Name | Town | President |
|---|---|---|
| Aroostook Trust Company | Caribou | S. W. Collins |
| Ashland Trust Company | Ashland | Charles A. H. Brooks |
| Bar Harbor Banking and Trust Co. | Bar Harbor | Sheldon F. Goldthwait |
| Bar Harbor Banking & Trust Co. Branch | Lubec | |
| Bar Harbor Banking & Trust Co. Agency | Northeast Harbor | |
| Bar Harbor Banking & Trust Co. Agency | Southwest Harbor | |
| Bath Trust Company | Bath | R. H. Baxter |
| Casco Bank & Trust Co. | Portland | L. F. Timberlake |
| Casco Bank & Trust Co. Branch | Bethel | |
| Casco Bank & Trust Co. Branch | Bridgton | |
| Casco Bank & Trust Co. Branch | Buckfield | |
| Casco Bank & Trust Co. Branch | Fryeburg | |
| Casco Bank & Trust Co. Branch | Limerick | |
| Casco Bank & Trust Co. Branch | South Paris | |
| Casco Bank & Trust Co. Branch | South Portland | |
| Casco Bank & Trust Co. Branch | West Buxton | |
| Casco Bank & Trust Co. Branch | Woodfords | |
| Community Trust Company | York Village | E. Everett Goodwin |
| Community Trust Company Branch | Kittery | |
| Community Trust Company Branch | Ogunquit | |
| Community Trust Company Agency | U. S. Navy Yard | |
| Depositors Trust Company | Augusta | Russell B. Spear |
| Depositors Trust Company Branch | Boothbay Harbor | |
| Depositors Trust Company Branch | Fairfield | |
| Depositors Trust Company Branch | Gardiner | |
| Depositors Trust Company Branch | Hallowell | |
| Depositors Trust Company Branch | Madison | |
| Depositors Trust Company Branch | Oakland | |
| Depositors Trust Company Branch | Richmond | |
| Depositors Trust Company Branch | Skowhegan | |
| Depositors Trust Company Branch | Waldoboro | |
| Depositors Trust Company Branch | Waterville | |
| Depositors Trust Company Branch | Winthrop | |
| Depositors Trust Company Branch | Wiscasset | |
| Eastern Trust & Banking Co. | Bangor | Wm. P. Newman |
| Eastern Trust & Banking Co. Branch | Machias | |
| Eastern Trust & Banking Co. Branch | Old Town | |
| Eastern Trust & Banking Co. Agency | Bangor | |
| Federal Trust Company | Waterville | Frederick R. Knauff |
| Federal Trust Company Branch | Unity | |
| First Auburn Trust Company | Auburn | Benjamin Jones |
| First Auburn Trust Company Branch | New Auburn | |
| Frontier Trust Company | Fort Fairfield | R. R. Johnston |
| Frontier Trust Company Branch | Easton | |
| Frontier Trust Company Branch | Limestone | |
| Guilford Trust Company | Guilford | R. W. Davis |
| Guilford Trust Company Branch | Greenville | |
| Houlton Trust Company | Houlton | Philip D. Tingley |
| Katahdin Trust Company | Patten | Z. L. Harvey |
| Katahdin Trust Company Branch | Island Falls | |
| Knox County Trust Company | Rockland | Herbert C. Newbegin |
| Knox County Trust Company Branch | Camden | |
| Knox County Trust Company Branch | Union | |
| Knox County Trust Company Branch | Vinalhaven | |
| Lewiston Trust Company | Lewiston | George W. Lane, Jr. |
| Lewiston Trust Company Branch | Freeport | |
| Lewiston Trust Company Branch | Lisbon Falls | |
| Lewiston Trust Company Branch | Mechanic Falls | |
| Lincoln Trust Company | Lincoln | Wm. P. Newman |
| Lincoln Trust Company Branch | Howland | |
| Livermore Falls Trust Company | Livermore Falls | S. E. Coolidge |
| The Merrill Trust Company | Bangor | George D. Everett |
| The Merrill Trust Company Branch | Belfast | |
| The Merrill Trust Company Branch | Bucksport | |

| Name | Town | President |
|---|---|---|
| The Merrill Trust Company Branch | Calais | |
| The Merrill Trust Company Branch | Dexter | |
| The Merrill Trust Company Branch | Dover-Foxcroft | |
| The Merrill Trust Company Branch | Eastport | |
| The Merrill Trust Company Branch | Jonesport | |
| The Merrill Trust Company Branch | Machias | |
| The Merrill Trust Company Branch | Milo | |
| The Merrill Trust Company Branch | Old Town | |
| The Merrill Trust Company Branch | Orono | |
| The Merrill Trust Company Branch | Searsport | |
| Millinocket Trust Company | Millinocket | Wm. P. Newman |
| Millinocket Trust Company Agency | East Millinocket | |
| Newport Trust Company | Newport | R. H. Frost |
| Pepperell Trust Company | Biddeford | Louis B. Lausier |
| Rangeley Trust Company | Rangeley | H. B. McCard |
| Rumford Bank and Trust Company | Rumford | Paul C. Thurston |
| Rumford Bank & Trust Co. Branch | Canton | |
| Rumford Bank & Trust Co. Branch | Dixfield | |
| Sanford Trust Company | Sanford | Thomas M. Goodall |
| South Berwick Trust Company | South Berwick | C. Dean Varney |
| Union Trust Company | Ellsworth | John J. Whitney |
| Union Trust Company Agency | Cherryfield | |
| Union Trust Company Agency | Stonington | |
| Washburn Trust Company | Washburn | Laurel W. Thompson |
| Westbrook Trust Company | Westbrook | Harry F. G. Hay |
| Westbrook Trust Company Branch | Cumberland Mills | |
| Wilton Trust Company | Wilton | Roy P. Gifford |

The state's savings banks, as of 1950, were:

| Name | Town | President |
|---|---|---|
| Androscoggin County Savings Bank | Lewiston | William B. Skelton |
| Auburn Savings Bank | Auburn | Harry Manser |
| Augusta Savings Bank | Augusta | Guy O. Vickery |
| Bangor Savings Bank | Bangor | Edgar M. Simpson |
| Bath Savings Institution | Bath | William A. Furber |
| Bethel Savings Bank | Bethel | Kimball Ames |
| Biddeford Savings Bank | Biddeford | Arthur E. Baker |
| Brewer Savings Bank | Brewer | John Littlefield |
| Brunswick Savings Institution | Brunswick | Ellis L. Aldrich |
| Eastport Savings Bank | Eastport | Charles H. Wilson |
| Franklin County Savings Bank | Farmington | Walter P. Ennis |
| Franklin County Savings Bank Agency | Phillips | |
| Gardiner Savings Institution | Gardiner | Charles A. Knight |
| Gorham Savings Bank | Gorham | Clarence E. Carll |
| Houlton Savings Bank | Houlton | George A. Hall |
| Kennebec Savings Bank | Augusta | Walter M. Sanborn |
| Kennebunk Savings Bank | Kennebunk | Ernest R. Warren |
| Kingfield Savings Bank | Kingfield | Lester L. Mitchell |
| Machias Savings Bank | Machias | Oscar H. Dunbar |
| Maine Savings Bank | Portland | Robert Braun |
| Maine Savings Bank Casco Street Branch | Portland | |
| Mechanics Savings Bank | Auburn | Forrest E. Ludden |
| Norway Savings Bank | Norway | George L. Curtis |
| Penobscot Savings Bank | Bangor | Sewall C. Brown, Exec. V.P. |
| The Peoples Savings Bank | Lewiston | Everett A. Davis |
| Piscataqua Savings Bank | Dover-Foxcroft | Arnold Gellerson |
| Portland Savings Bank | Portland | Harold Lee Berry |
| Rockland Savings Bank | Rockland | Edward J. Hellier |
| Saco & Biddeford Savings Institution | Saco | Cecil F. Clark |
| Sanford Institution for Savings | Sanford | George A. Field |
| Skowhegan Savings Bank | Skowhegan | Blin W. Page |
| South Paris Savings Bank | South Paris | Robt. W. Wheeler |
| Waterville Savings Bank | Waterville | Ralph A. Jewell |
| York County Savings Bank | Biddeford | Fred B. Wheaton |

National banks were:

| Name | Town | President |
|---|---|---|
| First National Bank (Branch of Lewiston) | Auburn | |
| First National Granite Bank | Augusta | Walter M. Sanborn |
| Merchants National Bank of Bangor | Bangor | J. Stewart Upton |
| First National Bank | Bar Harbor | A. S. Rodick |
| First National Bank | Bath | Oliver Moses |
| Bath National Bank | Bath | Arthur Sewall |
| First National Bank | Belfast | Harold R. Stone |
| First National Bank | Brunswick | Samuel L. Forsaith |
| Camden National Bank | Camden | Charles C. Wood |
| First National Bank | Damariscotta | Leon A. Dodge |
| Liberty National Bank | Ellsworth | Hervey B. Phillips |
| First National Bank | Farmington | John H. Gilkey |
| Peoples National Bank | Farmington | Currier C. Holman |
| First National Bank of Fort Fairfield | Fort Fairfield | S. A. Wathen |
| First National Bank | Fort Kent | David Garceau |
| National Bank of Gardiner | Gardiner | Norman H. Trafton |
| First National Bank | Houlton | James M. Pierce |
| Ocean National Bank | Kennebunk | N. P. Eveleth |
| Kezar Falls National Bank | Kezar Falls | William A. Garner |
| First National Bank | Lewiston | William B. Skelton |
| Manufacturers National Bank | Lewiston | Horace E. Munroe |
| Northern National Bank (Branch of Presque Isle) | Madawaska | |
| Northern National Bank (Branch of Presque Isle) | Mars Hill | |
| North Berwick National Bank | North Berwick | Albert T. Spaulding |
| Norway National Bank | Norway | Arthur W. Easton |
| First National Bank | Pittsfield | A. P. Bigelow |
| Canal National Bank | Portland | Widgery Thomas |
| National Bank of Commerce | Portland | Edward B. Moulton |
| First Portland National Bank | Portland | Chester G. Abbott |
| Northern National Bank | Presque Isle | Edwin E. Parkhurst |
| First National Bank | Rockland | Joseph W. Robinson |
| Springvale National Bank | Springvale | Clifford Holdsworth |
| Thomaston National Bank | Thomaston | Richard O. Elliot |
| Northern National Bank (Branch of Presque Isle) | Van Buren | |
| Canal National Bank (Branch of Portland) | Yarmouth | |
| The Rumford National Bank | Rumford | Oscar S. Smith |

Following is a list of the loan and building associations and savings and loan associations operating in Maine in 1950:

| Name | Town | Secretary |
|---|---|---|
| Auburn Loan and Building Association | Auburn | Fergus Upham |
| Augusta Loan and Building Association | Augusta | Mary L. Dailey |
| Bangor Loan and Building Association | Bangor | Carl C. Knapp |
| Bar Harbor Loan and Building Association | Bar Harbor | Edwin R. Smith |
| Belfast Loan and Building Association | Belfast | C. E. Wescott |
| Brunswick Savings and Loan Association | Brunswick | Clyde T. Congdon |
| Bucksport Loan and Building Association | Bucksport | G. Herbert Jewett |
| Casco-Homestead Savings and Loan Association | Portland | Henry J. Sinnett |
| Central Maine Loan and Building Association | Lewiston | Geo. J. Wallingford |
| Cumberland Savings and Loan Association | Portland | Bertrand E. Cobb |
| Deering Loan and Building Association | Portland | Harold A. Marshall |
| Ellsworth Loan and Building Association | Ellsworth | Paul D. Tapley |
| Falmouth Loan and Building Association | Portland | S. W. Hughes |
| Federal Loan and Building Association | Portland | David B. Moody |
| Gardiner Loan and Building Association | Gardiner | Bernice W. Goggin |
| Hallowell Loan and Building Association | Hallowell | George E. Vigus |
| Kennebunk Loan and Building Association | Kennebunk | May G. Small |
| Lewiston Loan and Building Association | Lewiston | L. S. Durgin |
| Maine Savings and Loan Association | Portland | Leo G. Shesong |

| Name | Town | Secretary |
|---|---|---|
| Mechanic Falls Loan and Building Association | Mechanic Falls | P. W. Meserve |
| Old Town Loan and Building Association | Old Town | Ora Stevens |
| Oxford County Loan and Building Association | South Paris | Gordon M. Stewart |
| Pine State Loan and Building Association | Portland | Edward B. Perry |
| Rockland Loan and Building Association | Rockland | M. E. Montgomery |
| Sanford Loan and Building Association | Sanford | Carl R. Wright |
| Somerset Loan and Building Association | Skowhegan | Freda M. Harris |
| South Portland Loan and Building Association | South Portland | Gladys J. Cole |
| Waldoboro Savings & Loan Association | Waldoboro | Wm. H. Brooks, Jr. |
| Waterville Loan and Building Association | Waterville | Francis F. Bartlett |
| York Loan and Building Association | Biddeford | M. F. Means |

Maine, in 1950, also had eighteen loan companies, with forty-five branches having assets totaling $8,857,869.42, operating under special charters granted by different Legislatures:

| Company | | Treasurer |
|---|---|---|
| Development Credit Corporation of Maine | Augusta | Rolland E. Irish |
| Family Finance Corporation | Portland | Andrew F. Gill |
| General Mortgage Company | Portland | Clifford L. Swan |
| Guardian Loan Company | Portland | Maurice A. Branz |
| Household Finance Corporation of Maine | Portland | Earl D. Larsen |
| Local Finance Company | Lewiston | A. W. Dodge |
| M-A-C Plan, Inc. of Maine | Portland | Edw. J. MacDermott |
| M-A-C Plan, Inc. of N.E. | Portland | Edw. J. MacDermott |
| Monroe Loan Society of Maine | Portland | Murray B. Mennie |
| New England Finance Corporation | Augusta | Philip Kapinas |
| Peoples Acceptance Company | Portland | William D. Kiah |
| Personal Finance Company | Augusta | Philip Kapinas |
| Portland Mutual Loan Association | Portland | William Cohen |
| Progressive Loan Co. | Lewiston | Roger W. Burke |
| Provident Loan Company | Portland | John E. Bickford |
| Public Loan Corporation | Portland | J. L. Denny |
| Public Loan Corporation of Augusta | Augusta | J. L. Denny |
| Willco Finance Company | Portland | William Cohen |

The Development Credit Corporation of Maine, chartered in 1949, with capital stock of $50,000, represents a broad new experiment on a limited scale. Through limited pooling arrangements, it may draw upon funds for loans from commercial banks, savings banks, loan and building associations and insurance companies, with calls for funds pro-rated among member institutions. These member institutions may lend funds to the new corporation, not exceeding the following limits: national banks, trust companies and insurance companies, up to 2½ per cent of capital and surplus; saving banks, 2½ per cent of reserve funds; and loan and building associations, 2½ per cent of guaranty funds. Purposes of the Maine Development Credit Corporation were declared in its charter as being, in part,

> "to develop and advance the industrial and business prosperity and welfare of the State of Maine; to encourage new industries; to stimulate and help to expand all kinds of business ventures which tend to promote the growth and thrift of the State;—to furnish for approved and deserving

> applicants ready and required money for the carrying on and development of every kind of business or industrial undertaking whereby a medium of credit is established, not otherwise readily available therefor.''

The need for this type of financing has been brought about by the drying up of venture capital, primarily caused by federal income tax policies, which have left little money available for business expansion. Progress of the Development Credit Corporation of Maine is being watched with interest by business men and bankers, not only in this state, but throughout the country.

As always, at some point in the culture and economy of America, there are those whose imaginations reach forward to the future. Now, as in the past, the enterprising American assumes, in banking as in other matters, that ''where there is a will there is a way.'' On this deep, underlying will of the people rests the hope of the future and the assurance that when a type of organization or service is vitally needed—financial or otherwise,—someone will find a way.

# CHAPTER XII

## *Maine's Newspapers*

MAINE'S journalistic beginnings, of course, were those of Massachusetts. The first newspaper at Boston, and probably one of the earliest if not the earliest in the English colonies, was the little "now and then" sheet put out by R. Pierce in 1692, and of which but few records remain.

The first established newspaper at Boston was the *Boston News Letter,* which began regular publication August 24, 1704. The proprietor was a Scotchman, John Campbell, who was a Boston bookseller and postmaster of the city. It was strongly pro-English at the outset, but when the Revolution began to boil and bubble it was so strongly Tory in its policies that it had to cease publication on March 14, 1774, when the British evacuated Boston after being out-generaled by Washington.

The second Boston newspaper was the *Gazette,* established in 1719. It was as dull and stiff as Campbell's paper. A third Boston paper, the *New England Courant,* founded in 1721, brought into being a livelier journalism. Its proprietor was James Franklin, who was assisted by his young brother, Benjamin. Benjamin Franklin, who even as a lad was no respector of persons or of position, was successful in embroiling his brother with both clergy and government, with the result that James Franklin was soon ordered to cease publication and was replaced by Benjamin, still an apprentice printer in his 'teens. Such was the beginning of journalism in Boston. These small publications were carried into the Province of Maine by travelers who journeyed by horse, as well as by ship. Each paper was regarded as more or less public property upon arrival at the home of the traveler, and was passed from hand to hand. In many cases it was placed on a sort of bulletin board at the local tavern. News was precious in those days.

Journalism began on Maine soil proper in 1784, when Thomas B. Wait, previously associated with the *Boston Chronicle,* came to Falmouth and set himself up in business as a stationer. Near his place of business was the print shop of Benjamin Titcomb. An editor and a printer together in a town—and no newspaper! The opportunity was irresistible, and the two organized the *Falmouth Gazette and Weekly Advertiser.* The first number hit the streets on January 1, 1785. A year later, when Falmouth was incorporated as a town, the paper became the *Cumberland Gazette.* Wait continued as editor for eleven years, but Titcomb soon withdrew and founded the rival *Gazette of Maine.* Wait not liking the confusion arising from the similarity of names, enlarged his *Cumberland Gazette* in 1792 to form a new paper which he called the *Eastern Herald.*

On September 3, 1796, although Wait and Titcomb did not become partners again, their papers were taken over and merged by a former apprentice of Wait as the *Eastern Herald and Gazette.* Still another

1295438

of Wait's apprentices, John Rand, broke away as soon as he had learned the profession, and in the same year, 1796, established the *Oriental Trumpet,* described by Joseph Griffin, historian of Maine journalism, as "a Puritanical organ, with a distinctly nasal twang." In 1798 a third of Wait's apprentices, E. A. Jenks, established the *Portland Gazette.*

To start a paper in those days, an editor needed chiefly credit with a printer and an ability to express himself in forceful English. The editor's personality was all-important. What an editor had to say and how he said it was more important than the news. The idea of impartial, unbiased news coverage had not then dawned. Portland's papers were eager, and individualistic. The times awaited the appearance of an editor and publisher of more than common stature. Such a personality came from Newburyport in 1784 or 1785 and purchased the *Herald* in 1800. He was Daniel George, who for some time thereafter was one of the leading figures in Maine journalism.

MAINE Coast Fisherman

**C. Owen Smith (Left), Editor, in Pressroom of The Maine Coast Fisherman, Belfast**

William Willis, a practicing attorney, found journalism an attractive side-line. Coming to Portland in 1819, he took over Judge Mellen's law office while that gentleman was serving on the Bench, and was soon also head over heels in journalism. He was engaged in 1819 by Arthur Shirley, publisher of the *Gazette,* to write editorials. This was the first instance in Maine of separation of the editor from the business office—now a general rule in newspaperdom.

Early Maine journalists were willing to try almost anything to promote the welfare of their papers. James Brooks, a graduate of Waterville College—and it was rare in those days for a newspaper man to be a college graduate—became editor of the *Portland Advertiser,* an up-and-coming paper. Dissatisfied with the customary procedure of copying news from papers published in the larger cities, Brooks persuaded his proprietors to send him to Washington, D. C., to cover a session of Congress. The success of the experiment was reflected in the *Advertiser's* circulation. Thus was born the idea of the Washington correspondent. In modern times the great wire services, like the Associated Press, relieve the average newspaper of the expense of individual coverage; but for many years, a Washington correspondent was practically a *sine qua non* for a first-class newspaper.

A few years later, Brooks had another idea. Shipbuilding and foreign trade were of vital importance, and many looked to Europe for news. So Brooks again sold his publisher the idea that he should make a tour of the European countries and send home letters and news for publication. Again the idea proved successful, but Brooks never returned to Portland. In his place the *Advertiser,* in 1841, chose Phineas Barnes, a graduate of Bowdoin College, as editor. If one college man had made a good editor, why not another?

John K. Baker was a Portland journalist who attracted attention in 1796, when he broke away from the weekly tradition and established a semi-weekly. It was a good enough idea, but ahead of the times, for transportation was so poor inland and delivery to farm communities so delayed that the arrival of a paper twice a week was not of sufficient value. Baker resumed weekly publication, so continuing until 1800, when he went to New York State. Later he kept a tavern in Vermont. He is reported to have expressed a readiness for doing "anything but publishing a newspaper in the State of Maine."

In the early days, the newspapers were all more or less independent in the sense that they did not openly announce their support of any political party. The Federalists, who were in power throughout early United States political history, represented the wealth, power and position in most areas, particularly in New England, and wise editors, if they did not support the party, usually did not attack it openly.

But in September, 1803, Portland saw the birth of the *Eastern Argus,* which announced itself as the organ of the Democratic party. The proprietors were Calvin Day and Nathaniel Willis. Day soon withdrew but Willis carried on so boldly in expressing his opinions as a Democrat that he was jailed on some charge or other. Then, week after week, the *Argus* appeared with a conspicuous leading editorial article entitled "Fifth Week," "Sixth Week," and so on, calling attention to Willis' continued detention. Willis thus gained a great amount of publicity, and his paper's circulation increased so formidably that the authorities were at last forced to release him. He did the Democrats more good in jail than as a free man. In those days editors, as well as nocturnal travelers, carried arms to ward off possible attack. The appearance of a newspaper office visitor, horsewhip in hand, demanding to see the editor, was "no joke" then.

Flushed with success, largely due to the stupidity of the authorities in jailing Willis for speaking his mind, the *Argus* continued to expand into one of Maine's most important papers. In 1824 it became a semi-weekly; in 1832, a tri-weekly. In 1835 its proprietors of that period, Ira Berry and Charles Holden, started publication of a daily.

Actually, Maine's first daily had been the *Courier,* started in 1829 by Seba Smith, a man of literary tastes and former editor of the *Argus.* Classically educated, a graduate of Bowdoin, Class of 1818, Smith had avoided the learned professions to devote himself to literary pursuits. So he became an editor and publisher. His "Jack Downing Letters" were famous in their day, but only the historian now reads his work.

The printer, not generally regarded today as a professional man, was very much so at an earlier period. As Joseph Griffin wrote in 1872:

> "The printer, combining intellectual with mechanical employment—composing typographically, and at the same time, mentally,—elaborating or criticising the written ideas of others in the copy before him,—often putting his own thoughts, without copy, directly into form,—must have a dull, heedless head if he does not gain the tact of a ready and a good writer. His hard experience also in business life, with his unrequited labors, quickens his moral sensibilities,—he leans naturally to the side of the oppressed, and becomes the strenuous advocate of liberty and equal rights. Consequently, under monarchical and despotic governments, the members of no profession have ever been exposed to such martyrdom as his. History, since the commencement of printing, is full of accounts of the slaughter of printers, publishers and journalists, who combated 'wickedness in high places.' Interesting volumes might be written on this subject.
>
> "The examples of *self-made* editors (so to speak) are given for the encouragement of the young printer, who goes out with his scanty means into the new, rough settlements of our country, to establish his press where no one can subsist but by performing the arduous work of editor, printer, and publisher; a discipline well improved, calculated to make him an able and a useful journalist."

In addition to the newspapers at Portland already mentioned, there were from time to time, many others. It needed more ambition and nerve than capital to start a newspaper in those days. These papers included such as the *Temperance Journal* and the *Peace Washington,* which were constantly engaged in contention each with the other; the *Umpire,* a weekly which supported the Whigs and for a time, when the political pot was boiling most furiously, was published as a daily; the *Orion,* a literary journal, published weekly and edited by James Furbish; the *Yankee,* the first issue of which appeared January 1, 1828, published by James Adams, Jr., and edited by John Neal, afterwards uniting with the *Bachelors' Monthly; Mrs. Hales' Monthly;* the *Boston Literary Gazette* (published at Boston); and the *World in a Nutshell.* This last publication, started in 1830, for some years maintained itself by bitter censure of almost everything. No one knew who published or wrote it, and the mystery has never been solved.

In addition to more general newspapers, Maine had, in the early nineteenth century, a number of denominational papers, which were published both as newspapers and as a means of advancing the position of the churches they represented. As early as 1815 Nathaniel Willis, out of jail by then, proposed to convert the *Argus* into a religious newspaper—the first of its kind in the United States. His backers rejected the idea, however, because even then religious journalism was considered improper if publication were under the guise of a newspaper. So Willis shook the dust and mud of Maine from his boots and went to Boston, where he started the *Boston Recorder.*

A pioneer publication in religious journalism in the State of Maine was the *Christian Mirror,* established at Portland in August, 1822. The *Christian Intelligencer,* started in September, 1821, as the organ of the Universalists in Maine, was the only earlier paper of the kind. A third early paper in this field was the *Sabbath School Instructor,* a juvenile weekly, initiated in May, 1830.

Still another early Portland religious paper was the *Christain Pilot,* also published by the Universalists. It sold for $1 a year between 1832 and 1835, when it was removed to Yarmouth. There it was soon merged with the *Gospel Banner,* which had been established at Augusta by the Universalists July 25, 1835. For a time the *Pilot* and *Banner* were published simultaneously at both Portland and Augusta. The *Universalist Palladium* was also started in October, 1839. Other religious papers included the *Eastern Rosebud* and the *Maine Wesleyan Journal,* a weekly begun about 1830 by the Methodists and later united with *Zion's Herald* at Boston; the *Zion's Advocate,* a Baptist journal; and the *Family Instructor,* the journal of the Freewill Baptists.

Education, always alert to the values of the printed word, also invaded journalism in due time with the establishment of the *Maine Normal,* a monthly edited by A. P. Stone and twelve Maine teachers. The paper was removed to Portland in 1868, two years after its establishment at Farmington, and was re-established as the *Journal of Education.*

Outside of Portland, the course of journalism followed somewhat the example set by Maine's largest city. The first newspaper at Brunswick was the *Maine Intelligencer,* founded in September, 1820, by Joseph Griffin, previously mentioned as historian of the Maine press. His paper was a demi-quarto of eight pages, of which John M. O'Brien, a graduate of Bowdoin, class of 1806, was editor. After six months the paper was abandoned to make room on Griffin's press for the first printing of the "Statute Laws of Maine."

In relation to the short-lived *Intelligencer,* Griffin tells a story which illustrates the character and mind of this early Maine publisher. In his office he published also a children's paper, the *Juvenile Key,* which his nine-year-old daughter and seven-year-old son practically wrote, edited and published. The daughter became the wife of a clergyman. The son, Joseph Warren Griffin, "left the printing business," his father wrote, "at the age of 22 to try the sea for the benefit of his health. At the expiration of about two years of sea life, he found himself first officer on board the brig *Kershaw,* on a voyage from the West Indies to Savannah, Georgia. The ship was battered by a hurricane—(being) several times knocked down upon her beam ends, stripped of her canvas and spars, and became water logged. The captain gave up in hopeless despair, exclaiming 'All is lost!' Mr. Griffin took command, and, it was said, by superior seamanship succeeded in righting the vessel, getting on her a little patched canvas, and bringing her to port. But the hardships of this voyage cured him of the love for the sea.—In February, 1849, at the age of 25, he took passage on the *North Bend,* of Boston, for California, and was lost at sea in the Straits of Magellan."

The father's footnote is even more interesting: "May we not say it here to the credit of this young man and for the encouragement of all young seamen, that he, who was so self-possessed and efficient in time of personal danger, had the moral firmness to resist the strong temptations of sea-life,—use of tobacco, intoxicating liquors and their accompanying spirit profanity;—looked upon by those who indulge in them, as little sins, yea, minor traits; but which are nevertheless mighty in pulling down the strongholds of 'mansoul,' and in making cowards."

It was the journalistic spirit thus exemplified which mirrored the strong temperance attitude which led Maine to be the first of the States to regulate the distribution and sale of intoxicating liquors. From time to time newspapers used their editorial columns to advocate temperance reform. One paper, established in Kennebec County in January, 1829, a semi-monthly published by Glazier and Company for P. Crandall, editor and proprietor, was devoted exclusively to temperance reform. This paper, the *Genius of Temperance,* was not successful, however, although it was published energetically for two years.

The first general newspaper in Kennebec County was the *Eastern Star,* presented to the public August 4, 1794, by Howard S. Robinson. In 1795 it became the *Tocsin,* and was published by Wait and Baker. The second paper in the County was the *Kennebec Intelligencer,* established November 14, 1795, in the northern section of Hallowell, which subsequently became Augusta. The proprietor was Peter Edes, a son of Benjamin Edes, printer and publisher at Boston. This paper, which was eleven by sixteen inches in size, was by the utmost diligence able to print news from London sixty-one days after the event. It was able to print news of the Congress at Philadelphia in sixteen days! The *Intelligencer* became the *Kennebec Gazette* in 1800, and after 1810 it was called the *Herald of Liberty.* In 1815 it was discontinued, when Edes moved his press to Bangor. The *Waterville Intelligencer* was first issued in May, 1823, and a year later, the first periodical in Gardiner began publication. This was the *Eastern Chronicle.*

The first paper published in Lincoln County was the *Wiscasset Telegraph,* first issued in 1798, with a four-column page, eighteen by twenty-one inches, and four pages.

In Hancock County, the first paper was the *Journal and Advertiser* founded at Castine in 1799.

In Oxford County, Russell's *Echo,* also called the *North Star,* was established in February, 1798.

York County's first paper was the *Annals of the Times,* founded at Kennebunk in 1803.

Penobscot County's first paper was established at Bangor on November 25, 1815, when Peter Edes, having moved from Augusta, brought out the first issue of his *Bangor Weekly Register.*

In Washington County, the *Eastport Sentinel* was first published in August, 1818, by Benjamin Folsom. In 1950 it was still published under the same name, being issued every Thursday by Gerald White, editor and publisher, as an independent weekly.

The *Hancock Gazette,* a weekly first published at Belfast, July 6, 1820, was Waldo County's first newspaper. This journal, after nearly two years of publication, became the *Penobscot Patriot.*

Sagadahoc County's first newspaper was the *Maine Gazette,* first published at Bath on December 8, 1820, while the first publication in Somerset County was the *Somerset Journal,* which first appeared at Norridgewock on May 15, 1823.

Knox County's first paper, the *Thomaston Register,* appeared first on May 17, 1825, while the region which later became known as Franklin County was served by the papers of Hallowell and Augusta until 1832, when W. A. Dunn started the *Sandy River Yeoman* at Farmington.

Journalism also began in Piscataquis County before the County's incorporation as such. George V. Edes announced in 1838 that he intended to publish the *Piscataquis Herald* as "a neutral in politics"—or to use today's term, independent. The influential Whigs did not like the idea, and promised Edes 500 subscriptions and their support if he would make his paper a Whig organ. Edes complied, and his paper appeared as such. When the Whig Party broke up, the *Herald* became a Republican paper—and subsequently was renamed the *Piscataquis Observer.*

In what became Androscoggin County, the first paper was the *Lewiston Journal,* established Friday, May 21, 1847, in a 23- by 33-inch format. It supported the new Republican Party, and in the ensuing century earned for itself an enviable reputation among the Nation's papers. The *Journal* is still published as an evening paper in Lewiston, with the *Sun* as a morning paper.

In Aroostook County, literally a "howling wilderness," the first newspaper was the *Aroostook Pioneer,* founded in 1857 by Joseph B. Hall, then the secretary of the State Senate. Within a few years it built up a circulation of 2,000, and it long continued to attract county-wide support as a weekly.

It would be unfair to single out one or two of the many excellent and individualistic papers which have flourished in Maine journalism, because each was unique. The state's papers, metropolitanized as they now are by newspaper syndicates and wire services, still have a Down East flavor. In Maine journalism's early years the papers took an active part in politics. Just as it would be unfair to single out any one paper for special treatment, so it would be unfair to discuss one or two of the many outstanding newspaper men.

According to official reports, sixty newspapers were being published in Maine in 1950. Of this number, eleven were dailies and forty-seven were weeklies. The number of papers was formerly larger, but several weeklies have suspended publication during recent years and some dailies have either suspended or been merged with other papers. The development of transportation has enabled large and strong papers to expand their geographical scope of news and circulation, with the effect that small papers can no longer successfully compete with the larger ones.

In addition to newspapers, Maine organizations in 1950 published twenty-one periodicals, making the total number of publications issued in the state eighty-one. The number of communities having publications in 1950 was fifty-two.

Following is a brief summary of leading publications, community by community as of 1950:

AUGUSTA: *Kennebec Journal,* morning excepting Sunday, established 1825; *Maine State Labor News,* monthly publication of the Maine State Federation of Labor, established in 1932. Augusta was formerly the home of several mass-circulation magazines, such as *Needlecraft Magazine, Fireside Visitor, Hearth and Home* and *Good Stories*—with a combined monthly circulation of about 3,000,000.

BANGOR: *News,* morning excepting Sunday, established in 1834; *Commercial,* evenings and Sunday, established in 1872.

BAR HARBOR: *Times,* weekly, established in 1916, published Thursday.

BATH: *Times,* evening excepting Sunday, established in 1860; and the *Independent,* weekly, established in 1879.

BELFAST: *Republican Journal,* weekly, published Thursday, established in 1829.

BETHEL: *Oxford County Citizen,* weekly, published Thursday, established in 1895.

BIDDEFORD: *Journal,* evening excepting Sunday, established in 1884 and *La Justice de Biddeford* (French), weekly, established in 1896, published Thursday.

BOOTHBAY HARBOR: *Boothbay Register,* weekly, published Friday, established in 1879.

BRIDGTON: *News,* weekly, established in 1870, published Friday.

BRUNSWICK: *Record,* weekly, established in 1902; *Bowdoin Alumnus,* quarterly, and *Bowdoin Orient,* bi-weekly, established in 1927 and 1871 respectively.

CALAIS: *Advertiser,* weekly, established in 1836, published Wednesday.

CAMDEN: *Herald,* weekly, established in 1869, published Thursday.

CARIBOU: *Aroostook Republican,* weekly, established in 1880, published Thursday.

DAMARISCOTTA: *Lincoln County News,* weekly, established in 1879, published Thursday.

DEXTER: *Eastern Gazette,* weekly, established in 1853, published Thursday; and *Moosehead Gazette,* published Friday, founded in 1949.

DOVER-FOXCROFT: *Piscataquis Observer,* weekly, established in 1838, published Thursday.

Eastport: *Sentinel,* weekly, established in 1818, published Thursday.

Ellsworth: *American,* weekly, established in 1851, published Wednesday.

Farmington: *Franklin Journal* and *Farmington Chronicle,* Tuesday and Friday, established in 1840.

Fort Fairfield: *Review,* Wednesday, established in 1891.

Freeport: *Press,* weekly, established in 1947, published Friday.

Fryeburg: *Reporter* (North Conway, New Hampshire) weekly.

Gardiner: *Advertiser,* weekly, established in 1935, published Thursday.

Guilford: *Register,* weekly, established in 1909, published Thursday.

Houlton: *Pioneer Times,* weekly, established in 1857, published Thursday.

Kennebunk: *Star,* weekly, established in 1877, published Friday.

Kittery: *Press,* weekly, established in 1935, published Friday.

Lewiston-Auburn: *Journal,* evening except Sunday, established in 1861; *Sun,* morning except Sunday, established in 1893; *Le Messager* (French), evening except Sunday, established in 1880; *Bates Alumnus,* quarterly, established in 1921.

Lisbon Falls: *Enterprise,* weekly, established in 1890, published Thursday.

Livermore Falls: *Advertiser,* weekly, established in 1892, published Thursday.

Lubec: *Herald,* weekly, established in 1886, published Thursday.

Machias: *Machias Valley News-Observer,* weekly, established in 1927, published Wednesday.

Madison: *Bulletin,* weekly, established in 1884, published Thursday.

Mars Hill: *View,* Thursday, established in 1946.

Norway: *Advertiser-Democrat,* weekly, established in 1826, published Friday.

Old Town: *Penobscot Times,* a Democratic weekly, established in 1888, published Friday.

Orono: *Maine Alumnus,* monthly, established in 1919; *Maine Campus,* a weekly college paper, established in 1898.

Pittsfield: *Advertiser,* weekly, established in 1882, published Thursday.

Portland: *Express,* evening except Sunday, established in 1882; *Press-Herald,* morning except Sunday, established in 1862; *Telegram,* Sunday, established in 1887 (all three published by the Guy Gannett Publishing Company as of 1950); *Church World,* Friday, established in 1930; *Grange Herald,* monthly, established in 1938; *Journal of the Maine Medical Association,* monthly, established in 1910; *Maine Farm Bureau News,* a monthly agricultural publication, founded in 1946 to advance the interests of the Maine Farm Bureau Federation; *Maine State Grocers' Bulletin,* monthly, established in 1938; *Maine Teachers' Digest,* quarterly, established in 1941; and *Mekeel's Stamp News,* weekly, established in 1891.

Presque Isle: *Star-Herald,* weekly, established in 1889, published Thursday.

Richmond: Bee, weekly, established in 1880, published Friday.

Rockland: *Courier-Gazette,* Tuesday, Thursday and Saturday, established in 1845.

Rumford: *Rumford Falls Times,* weekly, established in 1883, published Thursday.

Sanford: *Tribune-Advocate,* weekly, established in 1895, published Thursday.

Skowhegan: *Independent-Reporter,* Thursday, established in 1839.

South Berwick: *Chronicle,* Friday, established in 1925.

Stonington: *Island Ad-Vantages,* Wednesday, established in 1935.

Waldoboro: *Press,* weekly, established in 1937, published Thursday.

Waterville: *Sentinel,* morning excepting Sunday, established in 1904; *Colby Alumnus,* monthly, established in 1911; *Colby Echo,* weekly every Wednesday, established in 1877; *Le Franco-Americain* (French and English), weekly every Thursday, established in 1929; and the *Maine Baptist Messenger,* monthly, established in 1920.

Yarmouth: *Talk of the Towns* (Yarmouth and Freeport), established in 1948, published every Friday.

York Village: *York Weekly,* weekly, established in 1890, published Wednesday.

# CHAPTER XIII

## *Bench and Bar*

TO UNDERSTAND the law and law courts today, an examination of the records of earlier times and institutions is helpful, particularly in the State of Maine, where conflicting influences have gained expression and in the formative period of the state had such free rein as to approximate a status amounting at times to near-anarchy.

Through repeated bitter clashes over rival points of view, the people of colonial Maine gradually learned to walk on the same street with those who held diametrically opposite opinions, even if not on the same side of the street—in other words, to "live and let live." A resulting strong sense of individualism has characterized Maine's cultural, political and economic life to this day, sometimes to her detriment. The courts and the practice of law have been no exception.

In tracing influences and trends, certain underlying similarities at times appear between principles and practices of earlier times and those of today. Attention to these, and discovery of them for himself as he reads, will make the reader's course more interesting; and reflection upon the whole may point the way toward the nature of those further changes that are needed to meet conditions of today and the near future in a period when men's minds are open because their hearts are troubled.

In any event, men have always felt the need to make laws to govern their relationships with one another, with courts to decide between their conflicting rights when ordinary means of conciliation fail. The first court in what later became the state of Maine was held in Saco on March 21, 1636, by Captain William Gorges, deputy and nephew of the chief proprietor, Sir Ferdinando Gorges, lord of the region lying between the Piscataquis and Kennebec rivers, named by him New Somersetshire.

The original charters granted to colonial proprietors contained no powers of government—an omission which Sir Ferdinando sought to remove through an appeal to the English king. A new charter, conferred upon him April 3, 1639, gave him unlimited power to make laws, erect ecclesiastical, civil and temporal courts of justice and to appoint magistrates, officers and judges in the Province of Maine, as the region was renamed, as well as to raise troops, wage war, build forts, towns, cities, markets and manors, and fit out a navy with admiralty rights.

The first educated lawyer to come to the Province, according to indications in old records, was Thomas Gorges, cousin to Sir Ferdinando. Thomas Gorges arrived in the Province in the spring of 1640 to be his cousin's deputy after Sir Thomas Josselyn had refused the honor.

One of the Lord Proprietor's chief judicial instruments was his own executive council, comprising prominent land owners and recipients of land grants, who also served as a court to try criminal cases and settle disputes. They held court, administered oaths, and determined cases both civil and criminal and both public and private according to justice and equity. A General Court was held June 25, 1640, at Saco, to effect a "settling of government within said province"—the first session under the charter. There were eighteen entries of civil action and nine complaints. At the September, 1640, session, over which Thomas Gorges presided, there were twenty-eight civil actions, of which nine were jury trials and thirteen were indictments.

When the first General Court divided the Province into two parts—a western, extending from the Piscataqua to the Kennebunk, and an eastern, to the Sagadahoc,—an inferior court was established in each, to be held three times annually. A general court for the entire province was also set up, to be held at Saco on June 25 each year. Commissioners, appointed in each town for trial of small cases, corresponded to present-day justices of the peace or municipal judges. Their jurisdiction in civil matters was limited to 40 shillings, and their judgments could be appealed to higher judicial authority.

Both the law and the courts suffered from the unsettling influence of the English civil war, which flared into the open in the spring of 1642. When the English king fled to York and a popularly supported Parliament held the reins in London, Thomas Gorges left Maine to fight for the king, in whose service he died at about the age of seventy-five years. On this side of the Atlantic, Massachusetts was Puritan and on the side of Parliament; Maine was loyal to the Church of England and the king.

George Cleeves, an agitator for reform in Maine and Portland's first settler, went home to England and persuaded Sir Alexander Rigby, a republican, to buy the so-called Plough Patent, a grant extending from Cape Porpoise to Cape Elizabeth. The title was described by some as invalid and was never enforced, but for a time the Puritan flag flew over the region. Cleeves came back to America as Rigby's deputy in 1643, and for seven or eight years held court at Casco and Scarboro in competition with the Gorges courts, which never gave up their claim to the whole territory.

Until 1645 Richard Vines was Gorges' loyal deputy. Then he left to live in Barbadoes, and was succeeded by Edward Godfrey, the first settler of York, who held the rights of Gorges and his heirs. His title was claimed, however, by Massachusetts in 1652. Massachusetts now placed its own special construction upon its charter, claiming title and jurisdiction over all the territory south of a line from Lake Winnepesaukee to Casco Bay. No aid was forthcoming from England, and Maine's opposition was ineffectual. Western Maine yielded in November, 1652; central Maine, including Cape Porpoise and Saco, in July, 1653; and a majority of the populace, in July, 1658.

The Restoration in England led to some hope for Sir Ferdinando Gorges' grandson, who, encouraged by the Crown, sought to establish courts, which, however, were in constant conflict with Massachusetts courts. After legal anarchy and some violence, commissioners of the Crown came to America in 1664 to call upon Massachusetts to yield possession of the Province to Gorges' agent. Massachusetts claimed prior rights on the basis of a patent said to have been issued a decade earlier that that of Gorges. After a dozen or more years of battling against the Crown's commands, Massachusetts found her own charter contested in a disagreement of wider scope, and negotiated with Gorges for acquisition of his whole title by purchase, so gaining possession of all his interests in the Province in 1677 for £1,250 sterling.

Most Church of England Royalists were now out of the way, and Maine was ruled under Massachusetts' colonial charter until 1692. Through that period there was no supreme nor superior court. The upper branch of the General Court—the legislative body—had assumed judicial power, with jurisdiction over divorce, wills and estates, and, on the religious basis on which Massachusetts was founded, tended to regard the laws of Moses as "better precedents than the common law or the decisions of Westminster."

Later county courts were organized in Massachusetts proper; and magistrates were appointed, not exceeding five to a county. The magistrates must reside in the county where they served, and the courts thus formed appointed clerks, summoned juries, issued precepts, rendered judgments, and had jurisdiction in all but capital cases, as well as probate jurisdiction, regulation of highways and other county matters. This county court combined the jurisdictions of the later Common Pleas and General Sessions of the Peace benches. Appeal could be made to the Court of Assistants in Boston.

This arrangement which guided the affairs of Massachusetts proper did not extend to Maine, it having been decided that the purchased territory should be governed according to the Gorges charter. For eleven years this arrangement continued, until interrupted by the second Indian war. The whole situation was confused. Anarchistic tendencies were widespread. Probably the general opinion of any outsider might have been summed up in the words of the commissioners of Charles II, after their visit to Pemaquid in 1664.

"Upon Shipscot River and upon Pemaquid 8 or 10 miles asunder," they wrote, "are three small plantations belonging to his royal highness, the biggest of which hath not above 30 houses in it and those very mean ones. The people for the most part are fishermen, and never had any government among them."

Pemaquid then had paved streets and one of the coast's finest forts, and at exactly the time of the commissioners' visit in 1664 was passing into the hands of the Duke of York, who was the king's brother and acquired Pemaquid Province by double title. In the first place, in 1663, he purchased it from Lord Stirling, who had it by grant from the Council of New England; and, from an entirely different side, had rights to it by grant from the king. He did not gain possession of it, however, until 1673, when the Governor of New York, which province had also been granted the Duke, assumed charge in Pemaquid. Pemaquid Province accordingly was represented in New York Colony's General Assembly. Appointees were sent from

New York to hold court in Pemaquid; and Sir Edmund Andros, Governor of the possessions of the Duke of York in America, issued to Henry Josselyn, a former Gorges Commissioner, a commission to be a court of session in Pemaquid. Justices of the peace were also named. The province was named the County of Cornwall, with Pemaquid as shire town and port of entry.

In September, 1686, the Duke of York, then James II of England, transferred jurisdiction of the eastern territory to Massachusetts, which assumed control, but which three years later, beginning in 1689, had to defend the area in the second Indian war. A new charter was granted in 1691, uniting the Bay Colony, Plymouth and the territory of Maine and Nova Scotia; and Massachusetts established the courts of justice which became the beginning of Maine's judicial system. There were justices of the peace for small cases; courts of Quarter Sessions, held by the justices of the peace of each county, corresponding to present-day county commissioners' courts; an Inferior Court of Common Pleas for each county; a Superior Court; and a Court of Chancery, which was vetoed by the home government and never actually established. The Governor and his Council were made by the charter a Court of Probate, and the Crown also established a Court of Admiralty.

The Superior Court consisted of a chief justice and four associate justices. It held two sessions annually in the principal counties. Maine, being a single county until 1760, had most of its cases tried throughout that period in Boston or Charlestown, although after 1699 a term was granted to Maine and held in Kittery until 1743, and after that time in York. In 1760, when Cumberland and Lincoln counties were formed, the situation changed. The first Cumberland County Superior Court term was held in 1761, and Lincoln County's first term in 1786. Both were held in June for jury trials exclusively.

With the increase in court business, it became more and more difficult for the Massachusetts Superior Court to travel into every county. Huge numbers of untried cases accumulated on the judicial dockets. The Legislature, accordingly, increased the number of Superior Court judges to seven in 1800, providing for two quorums, so that court could be held in two places simultaneously. The Commonwealth was divided into two circuits, an eastern and a western; and three judges were to hold court in each county except Suffolk, where all seven must sit. In 1804 the number of judges was reduced to five. In 1805 the *nisi prius* system was founded in full force, whereby three of the five judges might hold a law term of court and one or more the jury trial term.

Judges appeared on the Maine bench in robes and wigs until 1792. Robes were of black silk in summer and of scarlet cloth in winter. Robes were also worn on the bench elsewhere in the United States, but the wig had disappeared from every quarter except Maine.

The mingling of jury trials and law cases in the same court became a tradition and continuing practice in Maine. After statehood, beginning in 1820, the business of the old Massachusetts Superior Court merged into that of the new Maine Supreme Court. Records of the Kennebec County docket for the first term under statehood, held at Augusta on the second Tuesday of September, 1820, by Chief Justice Mellen and Justices Preble and Weston, follow along in the same volume in which appear the cases of the last Massachusetts term held in 1819 by Judge Wilde.

Until 1847 the Maine Supreme Court consisted of three justices, then was increased to four. It sat with either two or three members at least once a year in each of the nine counties which then constituted the state. It tried jury cases and also heard law cases and determined them. Single justices held certain terms in each county for jury trials only, questions of law being reserved for a time when the full court was to sit in the county concerned. Law and jury cases appeared on the same docket.

The inferior court, which tried jury cases, was called the Circuit Court of Common Pleas. After Maine became a state, in 1820, this court was continued for two years exactly as it had operated under Massachusetts government. In 1822, by act of the new Maine Legislature, a Court of Common Pleas was created, consisting of a chief justice and two associate justices, who held twenty-four jury terms throughout the state. Questions of law and appeals were carried from this court to the Supreme Court. The first members chosen to serve on this new court were Ezekiel Whitman, of Portland; Samuel E. Smith, of Wiscasset; and David Perham, of Bangor.

That Court of Common Pleas continued until it was replaced, in 1839, by a District Court. Stories have it that the change was effected because of dissatisfaction with one member of the court. The new District Court arrangement provided for division of the state into three districts, with two judges in the western district and one judge each in the middle and eastern areas. Ezekiel Whitman, chief justice of the former court, continued in the corresponding position on the new.

The same dual system was maintained—a Supreme Court and a Common Pleas or District court—until 1852, when a complete reorganization took place, largely under the guidance of John Appleton, later chief justice. The District Court was at that time abolished and its jurisdiction transferred to the Supreme Judicial Court, whose judges were increased from four to seven in number. Single justices thenceforth held *nisi prius* terms in all the counties, while five or six sat together at law terms.

The idea of a separate and distinct Law Court, or Court of Appeals, whose members should handle no *nisi prius* cases whatever, was repeatedly brought forward without being acted upon. In 1855 Governor Morrill called attention, in his message to the Legislature, to general dissatisfaction in the state with the system then in use, but he urged that no change be instituted without thorough study and deliberation. The Legislature of that year thereupon increased the number of judges from seven to eight, and divided the Supreme Judicial Court into two sections of four members each, one section constituting the Law Court and having jurisdiction over questions of law and equity and capital offenses, while the other section was to sit only at *nisi prius* terms. The Law Court was to hold four law terms annually. The Governor was empowered to designate which members should constitute the law division, of which the chief justice was to be one member. He selected Chief Justic Shepley and Associate Justices Tenney, Rice and Appleton. Justices Howard, Hathaway, Cutting and May comprised the division which was to hear jury cases.

The arrangement lasted only a year until the 1856 Legislature repealed the 1855 act, reduced the number of judges to seven after a vacancy, and directed the Law Court to be held by a majority and its opinions to be concurred in by at least four. The Supreme Court thereafter performed both the *nisi prius* and law work until 1868, when the Superior Court for Cumberland County was established. In 1878 a similar court was set up for Kennebec County. Similar courts were established for Androscoggin County in 1917 and for Penobscot County in 1919. In 1885 a Superior Court was established for Aroostook County, but it was abolished in 1893.

The Maine State Bar Association, organized March 18, 1891, after the Legislature granted it a charter on March 6 of that year, very early concerned itself with the question of separate *nisi prius* and law courts. The separation was vitally needed to simplify operations, but there was a lingering question of the constitutionality of the Act of 1855, creating by statute two separate divisions of a constitutional court, although such a division took away from four of the justices powers which it was felt belonged equally to all of them. Governor Wells had advanced that same reasoning in advocating repeal of the act in his inaugural message to the Legislature in 1856.

Matters went on fundamentally unchanged, except for occasional relief of busy court schedules by temporary measures, such as creation of special Superior Courts for the four counties mentioned above —Cumberland, Kennebec, Androscoggin and Penobscot. The remaining twelve counties had to be covered by the Supreme Court, which was a law court, but was so busy with jury cases throughout the state that little time was left to it to consider more basic questions of law. To make matters worse, sitting on a jury case disqualified a Supreme Court justice from sitting later with the law court if that same case were involved and as a result there was never a full Supreme Court bench.

The judicial problem became more and more entangled, with communications among the justices on law questions in a constant snarl as court business increased; but everywhere the courage to tamper with the court structure seemed lacking, even though that structure might be an outmoded inheritance from bygone ages. In 1928 Maine's law court definitely constituted a single judicial district, with sessions at Augusta on the second Tuesday of December, at Bangor on the first Tuesday of June, and at Portland on the fourth Tuesday of June each year; but the *nisi prius* terms were held in many different communities at stipulated periods. It was not until 1929 that the Legislature took up the question on the strength of a revision plan prepared by a commission named by Governor Owen Brewster under a resolution of the Eighty-third Legislature, approved by the Governor April 15, 1927.

Prior to 1929 there was a Supreme Judicial Court, consisting of a chief justice and eight associate justices. The four specific, specially-legislated Superior Courts were at that time administered as follows: the Androscoggin County Superior Court by Justice Henry W. Oakes, the Cumberland County court by Justice Arthur Chapman, the Kennebec County court by William H. Fisher, and the Penobscot County court by George H. Worster. The remainder of the counties were left to the service of the traveling Supreme Court member assigned to them to try their jury cases.

The 1929 law tremendously facilitated operations of Maine's courts by reducing the personnel of the Supreme Judicial Court to six members—a chief justice and five associate justices,—and provided that this court would handle only appeals, acting as a law court only. The so-called Superior Court, created at that time, was to consist of seven members who were to travel as assigned by the chief justice to handle jury cases in all the sixteen counties of Maine, including Androscoggin, Kennebec, Cumberland and Penobscot. Under the new law, salaries of Superior and Supreme Court justices were increased. The Supreme Court justices' salary went up from $5,000 to $8,000 in 1929, and by 1950 the chief justice was receiving $11,000 per year and the associate justices were receiving $10,000. The entire revision of the General and Public Laws, as effected in 1929, including the changes in the courts, was worked out as a result of the labors of a joint legislative committee consisting of three Senators and seven Representatives, constituted as a commission to supervise this work. These ten men were the late Senator Artemus Weatherbee, of Lincoln; Senator Raymond S. Oakes, of Portland; Senator Harold H. Murchie, of Calais, subsequently chief justice of the Supreme Judicial Court of Maine; and Representatives Ellis L. Aldrich of Brunswick, Gail Laughlin of Portland, Joseph C. McCart of Eastport, Currier C. Holman of Farmington, Robert B. Williamson of Augusta (later an associate justice of the Supreme Judicial Court of the state), William H. Stone of Biddeford, and Franz U. Burkett of Portland, a later attorney general. The final draft of the revised statutes, as prepared under their direction, was submitted to the Legislature at a special session on August 5, 1930, and duly enacted and approved by Governor Gardiner. Prior revisions of the statutes and subsequent public acts, with certain exceptions, were thereupon repealed, and the newly assembled statutes became effective November 10, 1930. Maine had at last achieved a workable judicial scheme, and administration of the courts began almost at once to proceed on a more even keel and much more efficiently. The first chief justice under the new system was William R. Pattangall, one of the most colorful figures of the Maine bench and bar.

The personnel of the Supreme Judicial Court as of 1950 was as follows: Harold H. Murchie, chief justice; and Sidney St. F. Thaxter, Raymond Fellows, Edward F. Merrill, William B. Nulty and Robert B. Williamson, associate justices. Active retired justices in that year were Arthur Chapman, Harry Manser, Edward P. Murray and Guy H. Sturgis.

The seven Superior Court justices in 1950 were Albert Beliveau, Arthur E. Sewall, Frank A. Tirrell, Jr., Percy T. Clarke, Donald W. Webber, Francis W. Sullivan and Granville C. Gray. William H. Fisher is an active retired justice of the Superior Court.

### The Bar

In early colonial times in Massachusetts the minister of the Gospel was often a counselor in legal and temporal as well as spiritual matters. The practice followed a very ancient tradition, stemming from a time when knowledge of the material world is said to have come from divine sources through the priest, who was specially initiated into the mysteries of heaven and earth. In Puritan New England, even the courts came under the Minister's domination to some degree, and the feeling prevailed that Scriptural law was more dependable than any man-made regulations.

A separation of politics and law from the religious life was under way, however, and gradually there appeared individuals who revealed special capacities for practicing law. Such an individual was Sir William Pepperell, who was appointed chief justice of the Court of Common Pleas for the Massachusetts Bay Colony by Governor Belcher. Sir William was then thirty-four years old, and was simply "Mr. Pepperell," not yet having been knighted. Not only was he not a lawyer, but he was a man of only ordinary education. But he was intelligent, and he began his service as chief justice by ordering a law library from London and diligently studying law. He continued as chief justice until his death in 1759.

Not all those who undertook to study and practice law were as talented as Sir William. Many were men of education and clerical experience. Some were Harvard graduates. But their legal learning was frequently fragmentary, even though valuable to their clients.

Maine, largely rural in character, had few lawyers before 1760, until which time it had constituted but one single political unit. In that year Cumberland and Lincoln counties were formed, and thereafter lawyers occasionally appeared in the larger towns and settlements along the coast. Some of them helped to maintain order and method in human relationships through the difficult period leading up to and through the War of the American Revolution.

One of the most illustrious was James Sullivan, born in Berwick in 1744, who began in 1767 to practice in Georgetown, described as "wild and desolate, with but few inhabitants." When another lawyer asked him why he settled there, Sullivan replied with characteristic quickness that, eager to break into the world somewhere, he had concluded to assail it at its weakest point. He removed to Biddeford during the Revolution, and thence later to Massachusetts, where he was Governor of the Commonwealth from 1807 to 1809.

George Thacher replaced him in Biddeford. He was born April 12, 1754, in Yarmouth, Cape Cod, and graduated from Harvard in 1776. Later he was an overseer of Bowdoin College. Settling in Biddeford in 1782, he was elected to Congress from the old District of Maine in 1788, and was the District's first Representative in the new Congress of the United States following independence from the mother country. He was repeatedly reelected to Congress until appointed a judge of the Massachusetts Supreme Court in 1801. He served on the bench until January, 1824, and died in April of that year.

Still another early Maine lawyer, John Gardiner, born in 1731, was the oldest son of the famous loyalist, Dr. Sylvester Gardiner, in whose honor Gardiner was named. In 1786 he settled in Pownalboro after having practiced in England and in Boston. He was for years one of the representatives of the District of Maine in the Massachusetts Legislature, and in that body engaged in famous debates with Samuel Sewall, a Massachusetts member. Contrary to the customary geographical division on such matters, Sewall was ultra-conservative and Gardiner was liberal-minded, sometimes called a "dangerous radical" or a "law reformer." He succeeded in effecting the repeal of the law of primogeniture, but his bill to abolish special pleading was defeated, being about forty years ahead of its time. John Gardiner died in 1793 in a storm at sea while en route from Pownalboro to Boston.

Many men of lesser caliber were undertaking to practice law, as was evidenced in adoption by barristers and attorneys at a York term of court in October, 1770, of the following rule: "We, the said barristers and attornies, thinking it detrimental to the public that persons, not regularly admitted and sworn as attornies, should be countenanced by us, do agree that we will not enter, argue, or in any manner assist in the prosecution of causes where the writs shall be drawn by any person not regularly admitted and sworn, except in cases of necessity, which are to be judged of and by the majority of the gentlemen of the bar present at term time."

The first Maine Legislature (Chapter 17, Public Laws, 1820), in an act "establishing a Supreme Judicial Court within this State," provided, regarding the admission of attorneys to practice, "that the same Supreme Judicial Court shall and may, from time to time, make, record, and establish all such rules and regulations with respect to the admission of Attorneys and Counsellors, ordinarily practicing in the said Court, and all other rules respecting the modes of trial, and the conduct of business, as the discretion of the same Court shall dictate." The act included a provision that any such rules should not be repugnant to the laws of the state.

In 1821 a further act provided that "no person shall be admitted and allowed to be an Attorney of any Court in this State, unless he is a person of good moral character, and is well affected toward the Government and Constitution of this State, nor until he shall have faithfully devoted seven years at least to the acquisition of scientific and legal attainments, whereof three years shall have been spent in professional studies with some counsellors-at-law, and two of the three with such counsellors in this State."

The would-be attorney was also required to subscribe to a special oath prescribed in the State Constitution—an oath coming to Maine by way of Massachusetts and founded upon basic principles of English common law.

"You solemnly swear," this oath ran, "that you will do no falsehood, nor consent to the doing of any in court, and that if you know of an intention to commit any, you will give knowledge thereof to the justices of the court or some of them, that it may be prevented; you will not wittingly or willingly promote or sue any false, groundless or unlawful suit, or give aid or consent to the same; that you will delay no man for lucre or malice, but will conduct yourself in the office of an attorney within the courts, according to the best of your knowledge and discretion and with all good fidelity, as well to the courts, as to your clients. So help you God."

The same act of 1821 (Chapter 889, Compiled Laws of 1821) required that "the plaintiff or plaintiffs in any suit, shall not be allowed to manage their cause by more than two attorneys, nor shall any defendant be allowed to employ a greater number." It also held that "every citizen be, and hereby is, authorized to appear in any Court, and before any tribunal, Judge, Justice of the Peace or Magistrate, to prosecute and defend his suit or action by himself and by any person of a decent and good moral character whom he shall call to his aid or appoint for that purpose." Such an appointee, "by power or letter of attorney, could appear and prosecute or defend such suits though his principal be absent." A further section prohibited sheriffs or deputy sheriffs from acting as attorneys, and forbade them to "make or fill up any plaint, declaration, writ or process, or to draw or make any plea for any other person," and stipulated that "all such acts done by either of them shall be void."

Over a long period of years the Maine Legislature paid a great amount of attention to rules governing attorneys and their activities at court. On February 2, 1822, the Legislature adopted "an Act establishing the duties to be paid by Attorneys," providing that no person should be admitted as an attorney to practice in the Circuit Court or Court of Common Pleas until he had paid into the county treasury the sum of $20. For the Supreme Judicial Court, the attorney's fee rose to $30. The fees for admission to practice in the lower court were to be paid by the county treasurer to the Law Library Association to help create a Law Library.

An 1825 act permitted persons who had been allowed to practice in the highest courts of other states, where qualifications were equal to those required in Maine, to be admitted to practice in this state.

In 1837 the Legislature established a bar examining committee to determine whether or not would-be attorneys were to be admitted. Each July, annually, the justices of the Supreme Judicial Court were to appoint for each county a committee of three men, counsellors learned in the law, to decide whether applicants were properly qualified to commence practicing in the Court of Common Pleas and could be given certificates to that effect. An act approved March 8, 1838, held that "all persons who have been or may hereafter be admitted to practice law in the Court of Common Pleas, of regular standing at the bar of said Court, are hereby authorized to conduct, manage and argue, all cases both of law and fact in the Supreme Judicial Court, any law or usage to the contrary notwithstanding."

new Congress of the United States following independence from the mother country. He was repeatedly reelected to Congress until appointed a judge of the Massachusetts Supreme Court in 1801. He served on the bench until January, 1824, and died in April of that year.

Still another early Maine lawyer, John Gardiner, born in 1731, was the oldest son of the famous loyalist, Dr. Sylvester Gardiner, in whose honor Gardiner was named. In 1786 he settled in Pownalboro after having practiced in England and in Boston. He was for years one of the representatives of the District of Maine in the Massachusetts Legislature, and in that body engaged in famous debates with Samuel Sewall, a Massachusetts member. Contrary to the customary geographical division on such matters, Sewall was ultra-conservative and Gardiner was liberal-minded, sometimes called a "dangerous radical" or a "law reformer." He succeeded in effecting the repeal of the law of primogeniture, but his bill to abolish special pleading was defeated, being about forty years ahead of its time. John Gardiner died in 1793 in a storm at sea while en route from Pownalboro to Boston.

Many men of lesser caliber were undertaking to practice law, as was evidenced in adoption by barristers and attorneys at a York term of court in October, 1770, of the following rule: "We, the said barristers and attornies, thinking it detrimental to the public that persons, not regularly admitted and sworn as attornies, should be countenanced by us, do agree that we will not enter, argue, or in any manner assist in the prosecution of causes where the writs shall be drawn by any person not regularly admitted and sworn, except in cases of necessity, which are to be judged of and by the majority of the gentlemen of the bar present at term time."

The first Maine Legislature (Chapter 17, Public Laws, 1820), in an act "establishing a Supreme Judicial Court within this State," provided, regarding the admission of attorneys to practice, "that the same Supreme Judicial Court shall and may, from time to time, make, record, and establish all such rules and regulations with respect to the admission of Attorneys and Counsellors, ordinarily practicing in the said Court, and all other rules respecting the modes of trial, and the conduct of business, as the discretion of the same Court shall dictate." The act included a provision that any such rules should not be repugnant to the laws of the state.

In 1821 a further act provided that "no person shall be admitted and allowed to be an Attorney of any Court in this State, unless he is a person of good moral character, and is well affected toward the Government and Constitution of this State, nor until he shall have faithfully devoted seven years at least to the acquisition of scientific and legal attainments, whereof three years shall have been spent in professional studies with some counsellors-at-law, and two of the three with such counsellors in this State."

The would-be attorney was also required to subscribe to a special oath prescribed in the State Constitution—an oath coming to Maine by way of Massachusetts and founded upon basic principles of English common law.

"You solemnly swear," this oath ran, "that you will do no falsehood, nor consent to the doing of any in court, and that if you know of an intention to commit any, you will give knowledge thereof to the justices of the court or some of them, that it may be prevented; you will not wittingly or willingly promote or sue any false, groundless or unlawful suit, or give aid or consent to the same; that you will delay no man for lucre or malice, but will conduct yourself in the office of an attorney within the courts, according to the best of your knowledge and discretion and with all good fidelity, as well to the courts, as to your clients. So help you God."

The same act of 1821 (Chapter 889, Compiled Laws of 1821) required that "the plaintiff or plaintiffs in any suit, shall not be allowed to manage their cause by more than two attorneys, nor shall any defendant be allowed to employ a greater number." It also held that "every citizen be, and hereby is, authorized to appear in any Court, and before any tribunal, Judge, Justice of the Peace or Magistrate, to prosecute and defend his suit or action by himself and by any person of a decent and good moral character whom he shall call to his aid or appoint for that purpose." Such an appointee, "by power or letter of attorney, could appear and prosecute or defend such suits though his principal be absent." A further section prohibited sheriffs or deputy sheriffs from acting as attorneys, and forbade them to "make or fill up any plaint, declaration, writ or process, or to draw or make any plea for any other person," and stipulated that "all such acts done by either of them shall be void."

Over a long period of years the Maine Legislature paid a great amount of attention to rules governing attorneys and their activities at court. On February 2, 1822, the Legislature adopted "an Act establishing the duties to be paid by Attorneys," providing that no person should be admitted as an attorney to practice in the Circuit Court or Court of Common Pleas until he had paid into the county treasury the sum of $20. For the Supreme Judicial Court, the attorney's fee rose to $30. The fees for admission to practice in the lower court were to be paid by the county treasurer to the Law Library Association to help create a Law Library.

An 1825 act permitted persons who had been allowed to practice in the highest courts of other states, where qualifications were equal to those required in Maine, to be admitted to practice in this state.

In 1837 the Legislature established a bar examining committee to determine whether or not would-be attorneys were to be admitted. Each July, annually, the justices of the Supreme Judicial Court were to appoint for each county a committee of three men, counsellors learned in the law, to decide whether applicants were properly qualified to commence practicing in the Court of Common Pleas and could be given certificates to that effect. An act approved March 8, 1838, held that "all persons who have been or may hereafter be admitted to practice law in the Court of Common Pleas, of regular standing at the bar of said Court, are hereby authorized to conduct, manage and argue, all cases both of law and fact in the Supreme Judicial Court, any law or usage to the contrary notwithstanding."

Five years later, on March 20, 1843, the Legislature reversed the foregoing trend by approving an act that "any citizen of this State of good moral character, on application to the Supreme Court, shall be admitted to practice as an attorney, in the Judicial Courts of the State."

Three acts were adopted in 1859, one of them on April 2, entitled "an act giving further remedy against Attorneys," which provided in the first of six sections that "any attorney-at-law who has heretofore collected or received, or shall hereafter collect or receive any money or other valuable thing on any claim left with him for settlement or collection, and shall neglect or refuse to account with and pay over the same to any legal person legally entitled thereto for ten days after being requested so to do after this act shall take effect, shall be deemed guilty of a breach of duty as an attorney-at-law, and shall be liable to the summary process hereinafter provided." The other two acts, one approved March 22 and one April 4, established an examining committee of three or more persons, members of the bar in each county, appointed annually by the court, to examine all candidates for admission to the bar. No rules were laid down for their examination.

It was not until March 15, 1881, that an act was approved to require public examinations, oral and written, as a means of determining a person's admissibility to practice. An act of 1879 provided for removal of "unworthy attorneys" by information filed by the attorney general or committee of the bar, issuance of a rule to appear and answer to the information, and for a hearing on the information—an arrangement amended in 1909 by the addition of "the Bar Association of the county" to those who might file information. Penalties for attempting to practice after disbarment were fixed in 1881.

The approach of the turn of the century brought new problems and conditions. In 1899 a Board of Legal Examiners was created by state enactment, and provision was made for admission, on motion, of attorneys from other states for the purpose of trying a case. Other requirements were also fixed at that time concerning admission to the Maine bar of attorneys from other states, as the influences of increased travel and contacts with people outside Maine's boundaries began to be reflected in the law.

The automobile, in its primitive manifestation, had already appeared, and was destined to bring great changes to legal practice in Maine. Licensing of motor cars was not legally required before 1905. Prior to that time a few regulations covering horse-drawn vehicles applied also to the newly invented automobile; but these rules were simple, such as a requirement that the vehicle be driven on the right side of the road. After 1905 a great body of automobile law came into being. Probably this type of legal enactment took on its greatest significance for the practitioner of law when automobile insurance appeared on the scene.

For a long period automobile accident cases constituted a large portion of the average lawyer's practice. In fact, tort cases arising out of injuries suffered in such accidents became so numerous that they crowded the dockets of most courts until other types of cases were sometimes pushed into the background for months before they could be heard. A widespread cry arose that something must be done to relieve the crowded court dockets.

Then increased use of insurance led to an entirely new type of professional man—the "insurance adjustor." The adjustor at the present time handles almost all such cases, settling them by direct negotiation in most instances. The driving public has found that quick settlements are easier, and lawyers themselves are less prone to take a case to court. The adjustor was long an ordinary layman without special legal training, but a general trend has existed in recent years to stiffen the requirements for him as far as knowledge of the law is concerned. Thus, while many older practitioners find their practice drastically altered by modern insurance trends, younger lawyers frequently perform their first professional work with insurance companies or as insurance adjustors.

Accompanying this trend is a general tendency to settle disputes by direct conciliation rather than by taking them to court. Attorneys themselves are "settlement-conscious." The court is often regarded, even by lawyers, as a "last resort" to be used when every other means of settlement has failed. Many of them have had bitter experiences of "winning a verdict only to lose a case," in as much as a verdict gained before a jury may be lost on appeal.

Again, because the formerly abundant tort cases have been largely taken over by insurance companies, trial cases are usually disposed of quickly. It is seldom that a trial case lasts longer than two or three days. Most such cases are much shorter. Attorneys' fees are accordingly less. Few lawyers can earn a livelihood if they confine themselves to trial work. And therein lies another development of which even the most superficial observer cannot but be aware —the disappearance from the courtroom of the older type of trial lawyer, famous for his "tear-jerking oratory" and his actor-like command of rhetoric and voice. If such a voice should arise today, creeping up on the jury with measured cadence and dramatic pause, it would probably be regarded with suspicion.

Some lawyers feel that juries tend to be improved under the present system of jury selection. Until about 1930 municipal officers sent in a few names of prospective jurors, who were usually of a character harmonious with the particular officer or officers making the selections, or perhaps individuals chosen because of their need of the small daily fees that jury service would net them. The officers making the choices were such local figures as the chairman of the Board of Selectmen or the postmaster. Since 1930, a system of jury commissions, set up by counties, provides the basis of selecting jurymen, and the commissioners are at liberty to accept or reject the choices of others or even to make their own selections exclusively.

If the automobile has drastically altered legal practice, the complications of administrative government have had further unsettling effects in recent times. The trend toward increased legal ramifications in this respect was heralded in the last century by creation of the Railroad Commission and the Interstate Commerce Commission by the federal government. Such commissions, boards and bureaus were an obvious means of administration of intricate details of the law, such as no legislator concerned with broad general policy could hope to fathom. State governments likewise experienced these latter-day complications, as many developments recounted in these chapters of Part Two attest, notably that section of Chapter 1 describing the Administrative Code of 1931.

As a result of these changes, lawyers began to study taxation problems in ever greater detail. Labor law, unheard of as a special branch of law a few decades ago, is now a profession in itself. The settlement of estates has become so complicated that the lawyer who hopes to deal successfully with such mattters must have taken a full course in accounting procedure as well as in many branches of the law itself. Drafting a will frequently embodies a knowledge of all these numerous branches and departments of legal practice—for instance, methods by which large estates may protect themselves against over-taxation, and which only an intricate legal knowledge can accomplish for them. Rent law is another new legal specialty, to say nothing of legal considerations involved in the administration of numerous and varied emergency laws enacted to deal with wartime or other temporary conditions. The general practitioner must absorb more than a smattering of all these types of legal knowledge, as well as many others.

### Books and Libraries

The legal practitioner formerly had few "tools" as compared with the lawyer of today. Most of these new "tools" of the profession are books and records, compiled and maintained in quantities formerly unheard of and with great accuracy and completeness, largely because of improved technical facilities of printing, transportation and library maintenance. If he had a case, the lawyer of 1900 looked up his precedents and other material in what was known as a "Commonplace Book," which consisted of his own notes, made in longhand. Every judge kept such a "Commonplace Book." Copies of such material, or of other legal records, were seldom made except on the humbler predecessor of the present-day "ditto machine," or gelatin type of duplicator. Preparing his arguments was a laborious process, accomplished even without the aid of the ever-handy *Corpus Juris* of today. He spent two or three days, as a rule, in marshalling facts and materials which are now at his command in as brief a time as fifteen minutes. Whether the newer efficiency makes for better lawyers, most members of the older school are not prepared to say. Many are inclined to the view that "what a man works hard to acquire 'sticks' longer than what comes easily"; but all agree that the advantages of present-day facilities are tremendous.

Lawyers have long been builders of specialized libraries, and their accumulations of books have now reached a stage at which every case going to the Appellate Courts throughout the entire United States is contained in the *State Reports* and the national reporter system of The West Publishing Company. Every law student is thoroughly trained in use of these and other reference works, and the standards of educational qualifications for law practice are higher than ever before. Whereas it was possible a few decades ago to study law for two years, either at a law school or in a law office, and then be admitted to practice, almost every lawyer of the present day is a law school graduate who has had at least two years of general college academic study in addition to his three years' training in law. Examinations for admittance to the bar are stiffer now than ever before, and rejections of candidates are more numerous.

Every lawyer builds up his own library of essential reference works. Larger collections are to be found in county court houses and even in public library collections, as well as at schools, colleges and universities. Official cognizance of the need for law libraries has been frequent over a long period of years and decades—for example, by the law of 1822, referred to above, commanding that certain fees from attorneys be utilized to help create a Law Library.

Such libraries are now numerous. Outstanding among them is the Law Library in the Cumberland County Court House in Portland. Chartered as the Greenleaf Law Library, it was incorporated in February, 1867, by John Rand, George F. Shepley, Joseph Howard, Phinehas Barnes, James T. McCobb and other members of the Cumberland bar. Under the by-laws of the corporation, the judges of all judicial courts of Maine and of the United States were allowed free use of the library thus created. To improve and enlarge the library, a special tax or excise was to be levied upon all persons admitted to the Cumberland County bar and paid over to the library by the county treasurer.

Governor Henry B. Cleaves left a large bequest for maintenance and increase of his own personal library, which had to be crated for a time until the United States District Court House's facilities could be enlarged to accommodate it. The books were then shelved at the Federal Court House in Portland, and the Nathan and Henry B. Cleaves Law Library was opened in 1927, deriving its name from the two Cleaves brothers, who had been prominent in the law and public life in Maine. Charles Gurney, another leading lawyer of his day, became chairman of the new library.

There was some talk of merging the Cleaves and Greenleaf libraries, but the terms of Governor Cleaves's will forbade consolidation of the Cleaves library with any other. Mr. Gurney, with characteristic astuteness, however, conceived a plan. He approached William W. Mason, surviving trustee of Governor Cleaves's estate, with a question: "How would you like to have all the books in the Greenleaf Law Library for $1?" Upon discerning Mr. Mason's interest, he was encouraged to continue: "You can have them for $1, on one condition—that you move the Cleaves Library to the County Court House." A little further study proved that the plan was workable and legally in conformity with the provisions of the Cleaves will, and the arrangement was accepted by both libraries.

The Law Library at the County Court House had, on March 1, 1933, the time of this agreement, 16,192 volumes. Since that time it has grown to 28,000 volumes. The library at the United States District Court House continues as a branch of the Nathan and Henry B. Cleaves Law Library, whose headquarters is still in the County

Court House. The old Greenleaf Law Library corporation has never been formally dissolved, but as of 1950 it holds no meetings and has no assets.

### UNITED STATES COURTS

The United States Congress, by an act of September 24, 1789, created thirteen judicial districts, one of which was "to consist of that part of the State of Massachusetts which lies easterly of the State of New Hampshire, and to be called the Maine District." In each such district there was to be a District Court, made up of "one judge who shall reside in the district, to which he is appointed, and shall be called a District Judge, and shall hold annually four sessions . . . in the following named places; to wit, in the District of Maine, at Portland and Pownalborough, alternately, beginning at the first."

The first judge, David Sewall, received his commission from George Washington. The commissions of all federal judges since that time have followed the precise language pattern of Judge Sewall's commission. The first term of Maine's District Court was held on December 1, 1789, the first Tuesday of the month, in Portland. The second term was at Pownalborough in March, 1790. At the June term, 1790, in Portland, a grand jury was summoned for the first time. Deacon Benjamin Titcomb was its foreman. Two trial juries were summoned. The first case tried was a civil case, a proceeding of the United States against George Tyler, of Deer Isle, for smuggling "one barrel of West India rum, and one bag of brown sugar, being articles of foreign growth and manufacture." The value of the property was found to be $400, and Tyler lost the case.

In 1778 Congress assumed appellate jurisdiction of all maritime cases, and for the purpose divided Massachusetts into three districts —Southern, Middle and Northern. The Northern District embraced York, Cumberland and Lincoln counties, and was named the "District of Maine," which continued in force until Maine became a state in 1820. The General Court of Massachusetts conceded the jurisdiction to Congress, and authorized an appeal from the state courts to the District Court whenever the subject of a foreign power in amity with the United States claimant chose to waive the right of appeal and have a trial in the state court. The judges of the maritime courts were judges in admiralty, and all persons charged with piracy or felony on the high seas might be tried by any two judges of the state and the Admiralty Judge residing within it.

# CHAPTER XIV

## *Medicine, Public Health and Hospitals*

IN MODERN Maine, more than a thousand professionally accredited physicians, many hospitals, state, municipal and town boards of health—and all the rest of the devices of modern medicine—give the citizens a service which is really most remarkable. The historian has to look back only a few generations to an entirely different condition. It is only in the past century or so that properly trained doctors have been available—because it has only been about that long that there have been enough medical schools to begin to meet the demand of doctors. How good these early doctors may have been is, of course a matter of opinion. Many a middle aged man alive today has in his own few years witnessed a complete transformation in the art and science of healing. Many an old timer can look back to his youth when a doctor was called into the house only at the last extremity because doctors were few and far between even in Civil War days and families in Maine for more than 200 years up to that time had been accustomed to get along very well without medical science in the person of licensed practitioners. Each family had its own "doctor's book," a sort of first aid manual which did provide some sense along with more nonsense, and each family had what was more important, its own stock of favorite remedies, herbs, tinctures and fluid extracts, good "for man and beast." Some of these old household remedies were brought over from Europe but more seem to have been acquired directly from the Indians. These Indian remedies, despite the superstition and religion which surrounded them, were in some cases at least, far from being as black as they have been recently considered. Of course people lived more simply in those days and were, in a sense far more robust. They had to be that way to survive at all. But the fact is these old remedies did cure colds and fevers and other ailments—or perhaps it could be said that the patient recovered despite the disease and despite the remedy.

Be all this as it may, the fact is that for most of Maine's history, medicine and sanitation and what is now known as public health was very primitive indeed.

Of course, in the beginning, medicine and public health, what there were of them, were under the care of Boston. The Puritans, whatever their faults, were earnest and devoted men and women and characteristically public-spirited according to their lights. Numbered among them were some well educated men, graduates of the great universities of England. That these were clergymen for the most part instead of doctors and lawyers and engineers, was simply the result of the manner in which society both in England and in Massachusetts was organized. The church was the highest possible profession and to it the best characters were attracted. That the colony should be well served by its sons was a matter of grave concern to the colonists and the result was the establishment of Harvard and, in Maine subsequently, of Bowdoin, Bates and Colby colleges.

Cotton Mather, the greatest of the Puritan divines, possessed an extremely wide range of curiosity and of knowledge. In another era he probably would not have been a minister at all but a great scientist or educator. Public health and medicine were naturally of great interest to him, particularly since so little was known of either and even less practiced. In the period when settlers were beginning to enter the coastal regions of the Province of Maine he investigated (by correspondence seemingly) a strange epidemic which swept through an Indian village of Maine. Dr. Mather reported: "The Indians in these parts have newly, even about a year or two before, been visited with such a prodigious pestilence as carried away not a tenth, but nine parts of ten—yea, 'tis said, nineteen of twenty—among them, so that the woods were almost cleared of the pernicious creatures, to make room for a better growth." This pestilence, which later writers have speculated may have been small pox, or yellow fever, brought to the Indians by fishermen or 'long-shore traders, was described as "a sore consumption, sweeping away whole families." Another writer said of the Indians affected, "The bodies all over were exceedingly yellow, both before they died and afterward."

Mather has been much criticised for his part in the witchcraft delusion but it is everlastingly to his credit that he had the courage of his convictions, not only in witchcraft but in medicine. In the *Journal of the Royal Society* he read of the new discovery of inoculation against smallpox, as practiced successfully in Turkey. The Turks in the seventeenth and eighteenth century were much more advanced in medicine than the doctors of Christian nations, and Mather became convinced that if inoculation against smallpox worked in Turkey it would be a good practice to adopt in Boston. So, despite severe Christian criticism, much of it from his own fellows of the robe, he continuously advocated inoculation in Boston. His own son he used as a guinea pig to demonstrate the value of the method. The treatment apparently saved the boy's life and so the father sat down and wrote his famous "An Account of the Method and Further Success of Inoculating for the Small Pox in London (1721)." This did not convince the doubters, but Mather at least demonstrated on his own flesh and blood that inoculation was a good thing. Thus, in a sense, with Mather a phase of modern medicine may be considered to have begun in America.

While much of the above was written for the purpose of demonstrating the primitive condition of medicine and public health in Massachusetts and the Province of Maine in the early days, it is not to be supposed that the colonists were without some enlightment. For example, in 1647 and 1648, the Great and General Court at Boston on behalf of its interests in protecting the health of its citizens, passed what well may be the first or certainly was one of the first quarantine measures in the colonies. The quarantine prohibited the landing of persons and goods from the West Indies, where a plague of yellow fever was raging. This public health measure, it may be pointed out, was passed by the Legislature only seventeen years after Boston was itself established. This method of protection proved so successful that a similar quarantine was imposed in 1665 against all vessels from England because of the plague then at London and in 1820, when Maine separated from Massachusetts, the new State carefully provided for quarantine measures in her new constitution.

To sharpen the contrast between these enlightened steps and the general public condition of medicine, it is well to labor a bit with the many silly notions which were current regarding treatment for bodily disorders. We must remember, however, that medicine, great as its progress has been, is still powerless before several great killers of humanity.

In 1672, John Josselyn published his "New England Rarities, Discovered in Birds, Fishes, Serpents and Plants, of that Country, together with the physical and chirurgical remedies, wherewith the natives constantly used to cure their distempers, wounds, and sores." In this book Josselyn listed such things as "Picking the gums with the bill of an osprey, is good for the toothache . . . Bear's grease is good for aches and cold swellings. . . . Moose horns are much better for physick than the horns of other deer. . . . A stone found in the head of codfish, when pulverized, stops fluxes of blood."

These so-called Indian remedies were soon supplanted amongst the colonists by the real Indian remedies, herbs for the most part such as wormwood, tansy, camomile, yarrow, dandelion, burdock, plantain, catnip, mints and many more. Sassafras bark, a fragrant smelling substance, was highly prized as a medicinal material in all of Europe and it formed part of the first cargo of native material sent home to England from Maine.

One of the favorite medical treatments, practiced by even the very best of the university graduates in medicine, was blood-letting. It was practiced by ministers when no doctor was available, as was usually the case, although it was one of the regular services of barbers. A man with a fever or headache or almost anything wrong, customarily went to his barber for a blood-letting. Strange to say, he usually felt better immediately. The barbers were in the custom of keeping a stout pole handy and the luckless patient seized hold of it with both hands while the barber took out a lance and opened a vein. This pole was kept outside the barbershop door when not in use. At first it was just a stout stick, sometimes wrapped in white cloth. Later it was painted with alternate red and white spiral stripes. Custom has made this the traditional sign of a barber shop, just as the wooden Indian used to designate a tobacco store for the benefit of customers who could not read.

As was expected, the ministry included many physicians, of one kind or another, under the black robes. They were all well-educated men, of course, and, particularly outside the larger towns, the minister was probably the only man who knew anything at all about medicine. His job was primarily the shepherding of the souls of his flock, but there was small distinction in those days between the soul and the body. One of the first doctors in Massachusetts is supposed to have been Deacon Samuel Fuller, who came to Plymouth in the *Mayflower* in 1620. In 1630, three years before his death, Deacon Fuller wrote to Governor Bradford at Boston: "I have been at Mattapan (now a part of Boston) and let some of these people bleed. I had conference with them until I was weary."

While there were very few real doctors in the early days, the treatment of "quacks" was both vigorous and promptly administered. In the General Court records is written: "Nicholas Kopp was fined five pounds, for taking upon him to cure Scurvy by a water of no worth nor value, (which he sold at a very dear rate,) to be imprisoned till he pay his fine or give security for it, or else to be whipped, and shall be lyable to any man from whom he hath received money for the said water.''

By the time the Revolution came along there were a few recognized doctors in Maine and the names of some of them have been associated with local and colonial history. Dr. Nathaniel Coffin, Sr., of Falmouth, was particularly famous for his skill in healing arrow and tomahawk wounds. Dr. Ammi Ruhamah Cutter, of North Yarmouth, was a hero of the siege of Louisburg. Dr. John McMechnie, of Winslow, treated the ill soldiers of Arnold's command as he led the expedition against Quebec up the Kennebec. Dr. Nathaniel Coffin, Jr., of Portland, started a Marine Hospital Service at Portland, while Dr. A. R. Cutter, Jr., of North Yarmouth was a surgeon at the second siege of Louisburg.

While the Massachusetts Medical Association, founded at Boston in 1781, included in its membership many of Maine's physicians and surgeons, the first local medical organization in the District of Maine was the Lincoln County Medical Society, founded at Wiscasset in 1803. Dr. Benjamin Brown, M. C., of Waldoboro, was elected president, Dr. Edward Creamer and Dr. How, of Wiscasset, were elected vice presidents, Dr. Samuel Adams, of Bath, was the treasurer and another Dr. Samuel Adams, of Wiscasset, was librarian. The most famous member of this original Maine Medical group was Dr. Daniel Rose, who later became a State Senator and was subsequently appointed warden of the State Prison.

Doctors in the old days followed the learned professions in that they took a much more active part in public affairs than is the custom today. Thus, when the District of Maine began agitating for separation from Massachusetts, some doctors were active in whipping up enthusiasm for the change. One such doctor who took a very active role was Dr. Samuel Ayer, of Portland. He was also a member of the General Court and spoke before that legislative body on the issue many times as well as stirring up interest at home.

When separation became a fact, one of the first developments in the new state was the organization of the Maine Medical Society. A charter was granted and the doctors who had been members of the Massachusetts Medical Society became members of the Medical Society of Maine. At an organization meeting held at Portland, the 4th of September, 1821, Dr. Nathaniel Coffiin, Jr., was elected president, Dr. Samuel Emerson, of Kennebunk, vice president, and Dr. Samuel Ayer, of Portland, secretary and treasurer. Dr. Coffin soon resigned and Dr. Ayer, who had been rewarded for his political activities by appointment as collector for Passamaquoddy Bay, at Eastport, was unable to be as active in leading the new society as he had hoped to be. As a result of the withdrawal of these two leaders, plus some other difficulties, the Medical Society of Maine did not flourish and by 1845 it was practically defunct. This seems strange, because it had been the custom in all the states for the leadership and, more or less, the control of the medical profession, to be the responsibility of the profession itself.

As a symptom of the development of medicine by the early nineteenth century, it is interesting to note that one of the first acts of the new Legislature of Maine was the passage of a law which required each town to elect a board of three members, with the duty of seeing that all citizens of the town were vaccinated with cow-pox. The board, if this vaccination failed to rid the state of small-pox, was to be responsible for the isolation and the care of all victims of the disease. This is most certainly one of the most progressive steps taken in early medical history in Maine, and represents a great amount of courage on the part of the legislators, for there was still a vast amount of opposition to vaccination, both because of ignorance and also because of superstition. There was also some religious objection to vaccination, even as there is today.

Another early act concerning medicine was the granting of a charter by the Maine Legislature to the Maine Medical School in 1820. Up to this time, the only important medical school in New England was the one established at Harvard in 1783—outstanding, as it today. However, medical schools were not very good then and the accustomed method of a young man's becoming a doctor was that of apprenticeship, just as if he was to be a lawyer or a blacksmith. The medical student went through a regular series of experiences, doing chores about the doctor's home, then learning to grind drugs in a mortar and to make pills and mix medicines and, finally, aiding the doctor in the actual art of healing. It was a rough method and its value depended strictly upon the ethics and the accomplishments of the teacher. However, some very good doctors were turned out by this method, as well as some very poor ones.

Dentistry, like medicine, began at Boston. For evidence, there is the following advertisement which appeared in the April 20, 1780 issue of the *Boston Continental and Weekly Advertiser:*

> "Gentlemen and Ladies that may want Artificial Teeth, may have them, and fixed in the neatest manner, without the least pain, by Isaac Greenwood, Ivory Turner, at his house in the Maine Street, between the Old South and the Seven Star Lane, at the South End of Boston. They help the speech as becoming as the natural ones."

Incidentally, it was John Greenwood, son of Isaac, who made a set of teeth for George Washington, probably the most famous set of teeth ever manufactured in the United States.

The first dentist in the district of Maine appears to have been Frederick Petri, who was established in the practice of his profession before 1820. He made his home at Portland, probably, but practiced not in that town alone but also in Cape Elizabeth and Scarboro, traveling about from house to house on horseback. The first settled dentist in Maine, so far as is known, was Nathaniel P. S. Prentiss, who was practicing at Portland in 1823.

Thus by 1820, when Maine became a State, there were a few physicians and some dentists practicing in the State—but it must be remembered that the great bulk of the people still were dependent, either by choice or from necessity, upon home treatments and home herbal remedies with a strong dash of superstition added to each dose. Medicine was very primitive about a hundred years back, and not only in Maine but elsewhere, save perhaps in the very large communities, such as Boston, New York and Philadelphia.

One of the important steps in the initiating of medical progress in Maine was the final establishment of strong medical organizations. As related previously, the original Medical Society of Maine was moribund almost from the beginning in 1821, and, while the name lingered on, it amounted to practically nothing. The medical practitioners of the State, recognizing the need for a strong organization, began attempts to reorganize, but these came to nothing over a period of several years. Finally, in 1853, several physicians met at Brunswick and signed a petition to the Legislature for a charter for a new association to be known as the Maine Medical Association. The petition was promptly granted and the new body held an organization meeting at Augusta, June 1, 1853 with 85 members registered. The following were elected officers: Dr. Isaac Lincoln, of Brunswick, president; Dr. Alonzo Garcelon, of Lewiston, vice president; Dr. N. R. Boutelle, of Waterville, recording secretary; Dr. T. G. Stockbridge, of Bath, corresponding secretary; and Dr. Cyrus Briggs, of Augusta, treasurer.

County medical societies had been and continued to be organized as follows: Lincoln, in 1803 and reorganized in 1883; Penobscot, in 1827 and reorganized in 1894; Somerset, in 1864; Cumberland, in 1868; North Aroostook, in 1883; Washington, in 1892; Franklin and Oxford, in 1896; and South Aroostook, in 1901. These lower level medical organizations were important adjuncts of the State Association and very important in that they brought to their several districts the authority of the State group and so enabled the profession throughout the State to advance as a unit, rather than unevenly as probably would have been the situation otherwise.

The State Medical Association had an uneventful period after the original enthusiasm for its organization had faded. During the Civil War many of its members served in the armed services. As is always the situation in a major war, the medical profession, with many thousands of casualties as a laboratory, marked up very considerable scientific progress. Thus, when the Maine doctors came home again, they not only were much better doctors than they had been when they marched away but they had the advantage of heroic records and added dignity and importance. Maine had to listen to these men, for they knew what they were talking about, and they were highly honored and respected in the bargain. Thus the Civil War gave medicine in Maine a new lease on life and the Maine Medical Association in consequence became a very prominent and active group, often taking the leadership in medical advancement. For many years, the meetings of the Association have been among the most brilliant of any such organization in the country. Speakers, both local and metropolitan, have presented papers which in some instances have been milestones of progress.

The Association has also been distinguished for its leadership in public health work. One of the first public benefits of the Association's influence was the persuasion of the Legislature to pass the so called Anatomy Law. This law legalized scientific dissection of the human body for the benefit of diagnosis and operative surgery. It is difficult to realize, but for many years it was strictly illegal for doctors to dissect the human body and thus such knowledge as they had directly of what was under a man's skin came only through the illegal practice known as body-snatching. Sometimes graves were "robbed" of their contents for the sake of giving instruction to medical students. This was a very unfortunate circumstance, not only from the point of view of the teaching of anatomy but also in that the practice gave both the medical schools and the medical profession a bad reputation. Thus Maine's Anatomy Law was a great step forward in medicine.

The Association has also been distinguished for its establishment of the Hospital for the Insane at Augusta. There for the first time, mentally ill citizens of Maine were given sympathetic and scientific care. Formerly, they were either locked up like animals or else hidden away in an attic by the horrified members of their families. Since this first mental hospital, others in Maine have been established and through the years, as knowledge grew, Maine has continued its policy of the enlighted treatment of its insane. Of course, as was to be expected, from brutality at first, the pendulum of public sentiment swung too far the other way, and for a time, the really dangerous maniacs, such as those with homicidal disease, were too freely left under inadequate confinement, with some resulting tragedies. The Maine Medical Association has done its share in halting unwise sentiment and keeping these most unfortunate of humans protected against themselves, while society is also protected against their irresponsible attacks.

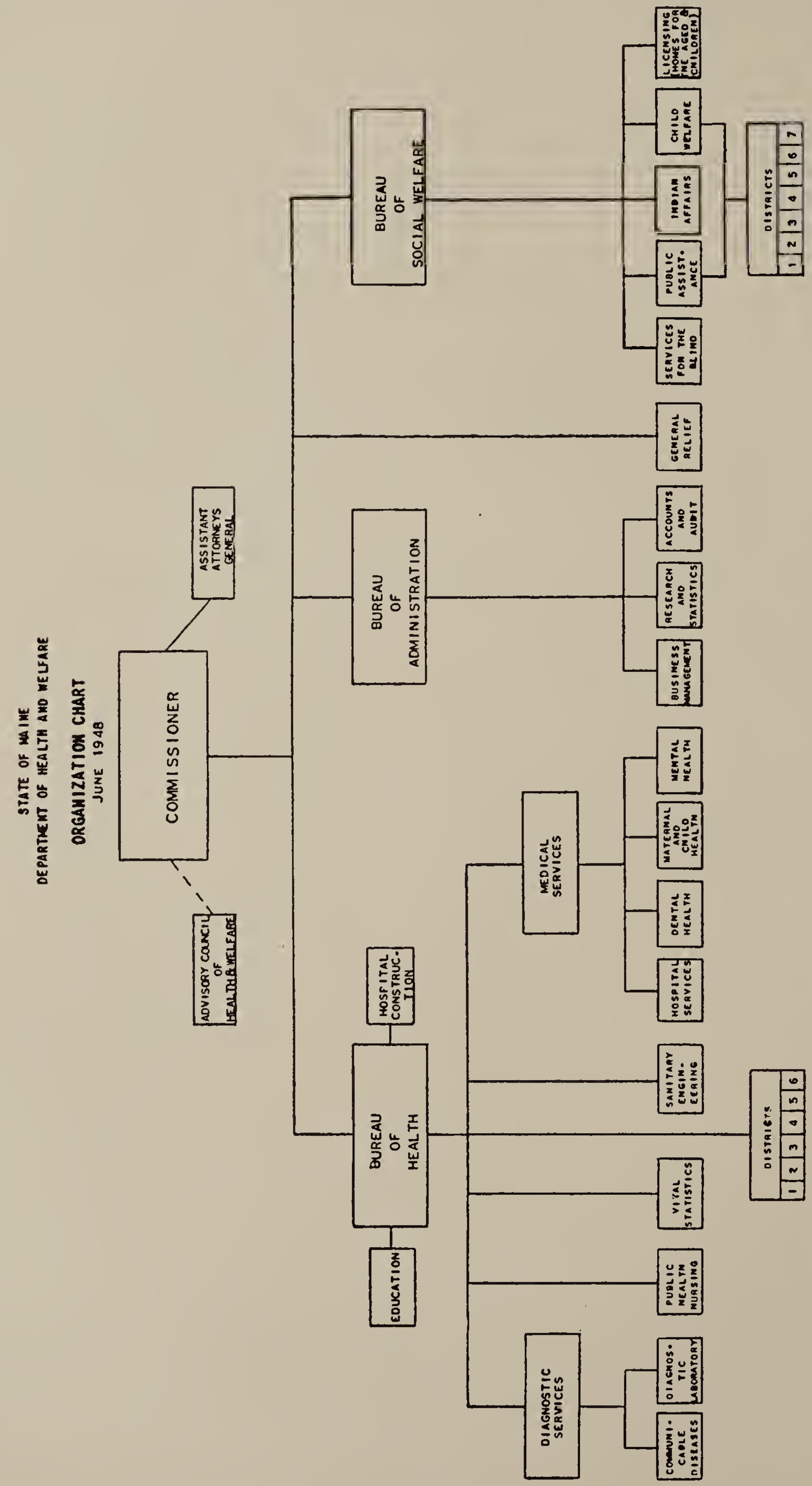
The Association has always been liberal in its backing and endorsement of other institutions, such as the School for Feeble Minded, and such Hospitals as the Maine General, the Central Maine General and the Eastern Maine General hospitals.

A summary of this outstanding work of the Association in this field has been given by Dr. James A. Spaulding of Portland:

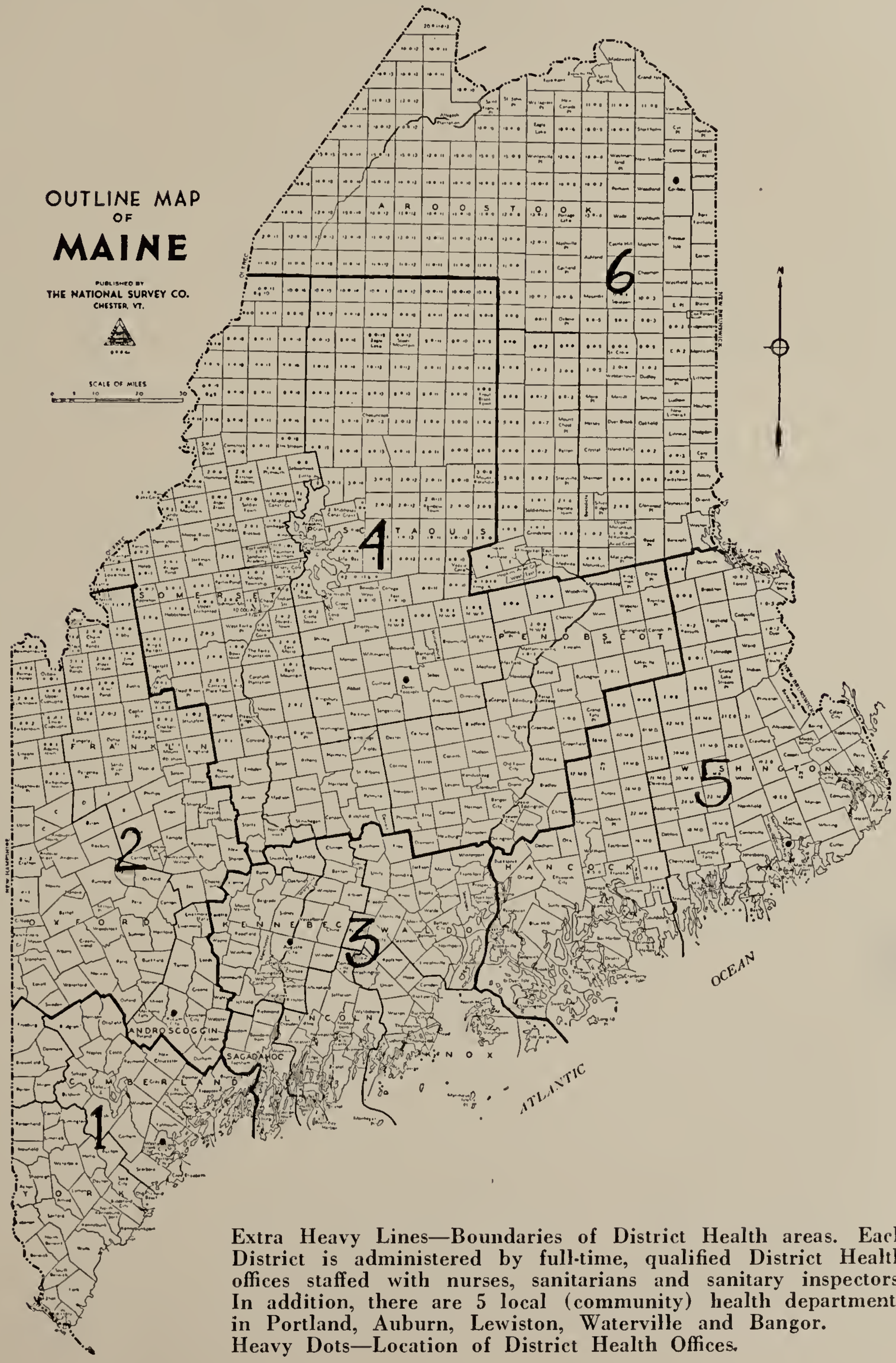
> "The Association has obtained local and State Boards of Health, its members manage them, and under their power epidemics have been driven out and better health obtained. It advocates yearly examinations of all; it has obtained a board of medical registration, by which all wishing to practice for the good of mankind, shall be tested for fitness; it has obtained milk inspection for children; examination of school children for sight and hearing; advocated the healthiest and the best ventilated and illuminated school buildings; and worked incessantly in the prevention of tuberculosis and typhoid fever. It has aided with its funds many charitable institutions, and in the Spanish-American War, in World Wars, both I and II, the members of the Association did wonderful work. We recall their fine record during the Halifax disaster, when Maine physicians were amongst the first to come to the rescue."

The State Board of Health came into being on April 13, 1885. The major topics of discussion at the initial organization meetings centered around sanitation, much time being given to a consideration of "earth closets," as the familiar old-fashioned privies seem to have been known at that time.

The original State Board of Health, thus founded in 1885, became the State Department of Health in 1917. It was under code regulation in 1931 that the Department of Health, as it was called, became the Bureau of Health within the Maine State Department of Health and Welfare. Of all the states of the Union, only Maine and Missouri combine the two functions of health and welfare within a single governmental department. The set-up under which the Department of Health and Welfare is administered is as follows:


STATE OF MAINE
DEPARTMENT OF HEALTH AND WELFARE
ORGANIZATION CHART
JUNE 1948
COMMISSIONER
ASSISTANT ATTORNEYS GENERAL
ADVISORY COUNCIL OF HEALTH & WELFARE
BUREAU OF SOCIAL WELFARE
LICENSING HOMES FOR THE AGED & CHILDREN
CHILD WELFARE
INDIAN AFFAIRS
PUBLIC ASSISTANCE
SERVICES FOR THE BLIND
DISTRICTS
1 2 3 4 5 6 7
GENERAL RELIEF
BUREAU OF ADMINISTRATION
ACCOUNTS AND AUDIT
RESEARCH AND STATISTICS
BUSINESS MANAGEMENT
MEDICAL SERVICES
MENTAL HEALTH
MATERNAL AND CHILD HEALTH
DENTAL HEALTH
HOSPITAL SERVICES
HOSPITAL CONSTRUCTION
BUREAU OF HEALTH
SANITARY ENGINEERING
DISTRICTS
1 2 3 4 5 6
VITAL STATISTICS
PUBLIC HEALTH NURSING
EDUCATION
DIAGNOSTIC SERVICES
DIAGNOSTIC LABORATORY
COMMUNICABLE DISEASES

The accompanying map depicts the organization of health districts in Maine. For the most part the districts follow the lines of county boundaries, with a very few exceptions, where existing roads provide greater accessibility, in which cases the health districts have been allowed to spill over into neighboring counties.


OUTLINE MAP OF MAINE
PUBLISHED BY THE NATIONAL SURVEY CO. CHESTER, VT.
SCALE OF MILES
0 5 10 20 30
AROOSTOOK
PISCATAQUIS
SOMERSET
PENOBSCOT
FRANKLIN
WASHINGTON
HANCOCK
OXFORD
KENNEBEC
WALDO
ANDROSCOGGIN
LINCOLN
SAGADAHOC
KNOX
CUMBERLAND
YORK
NEW HAMPSHIRE
ATLANTIC
OCEAN
1
2
3
4
5
6

Extra Heavy Lines—Boundaries of District Health areas. Each District is administered by full-time, qualified District Health offices staffed with nurses, sanitarians and sanitary inspectors. In addition, there are 5 local (community) health departments in Portland, Auburn, Lewiston, Waterville and Bangor.
Heavy Dots—Location of District Health Offices.

Activities of the Bureau of Health, State Department of Health and Welfare, include hospital construction, communicable disease control, diagnostic laboratory work, tuberculosis control, maintenance of vital statistics, sanitary engineering, maternal and child health services (including those to crippled children), hospital services, public health nursing, venereal disease control, mental health and dental health programs, and cardiac clinics. The Bureau of Social Welfare handles public assistance, services to the blind, child welfare, general relief, the licensing of boarding homes for children and the aged, and Indian affairs.

The Bureau of Social Welfare, among its other activities, is in charge of the upbringing of 2,500 children committed to its care by the courts, most of them from separated homes. Some of these children are placed by the Bureau in the homes of foster parents, and many are placed in boarding homes. Work on behalf of the blind includes the teaching of both the reading and writing of Braille in Augusta and Portland.

Work on behalf of the aged is outstanding. Maine is one of three states, the other two being New Hampshire and Vermont, which have the highest average number of persons over sixty-five years of age, of all the states in the Union, in ratio to total population. This preponderance of old people, although a tribute to the healthful influences of the New England climate, presents a special social problem—namely, how to care for those of the aged who require state help.

Actually, one of every ten persons in Maine is 65 years of age or older. The total numbers 91,000, of whom 15,000, or 16.5 per cent, are receiving old age assistance grants. Every month more than $500,000 of state and federal money is expended for this type of assistance. The average grant per person is $43.10, five basic items being provided—food, clothing, fuel, shelter and utilities. Funds are too scanty to permit medical care. Estimates in 1950 were that, in 1952 and 1953, the Department of Health and Welfare would require $6,638,350 in state funds, with matching federal funds, to maintain the old age assistance program at current levels.

Maine also has a relatively high proportion of children aged 18 and under—291,000 in all,—of whom 10,600 received state aid in 1950. The great ratio of the very old and the very young in relation to total population means that the wage-earners between 18 and 65 have an unusually large responsibility.

Among Maine's outstanding institutions under supervision of the Department of Health and Welfare is Jefferson Camp—the ''Home for Homeless Men,'' as it is often called. This camp was established February 4, 1942, on the site of an abandoned Civilian Conservation Corps camp, about twenty-one miles from Augusta. Its primary aim was to provide shelter for relief recipients without legal citizenship status. Some of the men thus helped are of French-Canadian background, although others are natives of any of many nations throughout the world. Numerous men at Jefferson Camp were formerly woodsmen who had worked for years in the isolated camps and clearings of this state, but had never taken out citizenship papers. Practically all of them are without relatives.

Russia and Poland lead the list of foreign countries represented at the Camp while others come from Austria, Denmark, England, Finland, Ireland, Italy, Lithuania, Norway, Scotland, Sweden and Sicily. There are 17 from New Brunswick, Canada and others from Nova Scotia, Newfoundland, Ontario, Prince Edward Island and Quebec.

The oldest man at Camp is a 93 year old Polish man who is crippled but does not require nursing or convalescent home care. The youngest is a 41 year old crippled native of Maine. The average age is 67 years.

Perhaps the meals served at camp would not be approved by modern nutritionists, but they are the same type of food that the men have always eaten and they thrive on it. A typical breakfast would consist of rolled oats, baked beans, bread, molasses, coffee and milk. The noon meal would be corned beef and cabbage, boiled potatoes, cake, tea, bread and oleo. Supper is usually baked beans, pickled beets, bread and oleo, apple sauce and tea.

Each week the Camp kitchen uses over 300 hundred pounds of meat, 85 pounds of fish, 150 pounds of cereal, 105 dozens of eggs, 22 bushels of potatoes, 23 gallons of molasses, 60 gallons of whole milk and other foods in proportion. An interesting item is bread—432 loaves for the week. The Camp gardens provide most of the vegetables used. These are canned at the State Prison kitchens.

The State Department of Health and Welfare which administers the Camp estimates that one dollar per day per inmate covers food, clothing, shelter, medical care, entertainment and tobacco. A local doctor visits the Camp twice a week. If an inmate becomes seriously ill he is immediately moved to a nursing home or hospital. Each new man coming into Camp is giving a physical examination including a chest X-ray.

Great as has been the advancement in medical knowledge, equipment with new instruments, and the development of the so-called "miracle drugs," probably the very greatest advancement in medicine during the past century has been in medical education. Of course, with really great medical schools attached to the major universities of the country, the modern tendency is to concentrate the training of doctors in the large cities where the very best of equipment, teaching and laboratory facilities are available rather than to continue the older method of a small medical school attached to or a part of a small liberal arts college. Thus, at the present time, Maine does not have a medical school equal to the Harvard Medical or Johns Hopkins, to take but two examples. Formerly, however, before this modern system came into being, Maine was in the forefront of medical education.

The most famous of Maine's Medical Schools was that attached to Bowdoin College at Brunswick. This was established in 1820 as the Medical School of Maine. Its first class graduated in 1821. The school was conspicuously successful and by 1854, it had a student body of seventy and a medical library of about 3,400 volumes. At that time the medical session opened about the middle of February and ran for fourteen weeks. This is a typical example of the difference between medical education then and now, when a first class degree should have a four year academic course as a background, then four years more of medical school plus a year or two of internship. While the Maine Medical School was in a sense independent of Bowdoin, by act of the Legislature, it was under the superintendence of the Boards of Trustees and Overseers of Bowdoin College. In 1915, the School assumed the title of Bowdoin Medical School, but in 1921 the school was suspended.

Other Maine medical schools included the Eclectic Medical College of Maine, incorporated at Lewiston in 1880, but in 1887 suspended by the Legislature, which revoked its charter. There was the Portland School for Medical Instruction, organized in 1856, chartered in 1858 and extinct in 1902. This was strictly not a medical school for it was a preparatory institution and did not grant degrees. The chief medical literature of the State was originally assembled by the Maine Medical Society Library at Portland, beginning about 1825, and reorganized by the Maine Medical Association in 1911.

Veterans hospitals aside, the chief hospitals of Maine are the Maine General Hospital at Portland, the Central Maine General Hospital at Lewiston, the Eastern Maine General Hospital at Bangor, the Maine Eye and Ear Infirmary at Portland, the Children's Hospital at Portland, and the new Mercy Hospital at Portland. The United States Public Health Service maintains a hospital for the treatment of ill and disabled merchant marine seamen at East Deering. The State of Maine itself also supports a series of hospitals entirely. These include: the Augusta State Hospital with 1,300 beds; the Bangor State Hospital with 900 beds; and the Central Maine Sanatorium, the North Maine Sanatorium, and the Western Maine Sanatorium, each with about a thousand beds.

Of these, the Central Maine General Hospital at Lewiston was opened in July of 1891, thus making available institutional care for patients who otherwise might not have received adequate attention. The services of the hospital through the years have been largely surgical, the number of patients averaging rather more than two thousand annually. The hospital is supported only in part by the State, for income is otherwise derived from a small but growing endowment, plus fees from the patients, if they are able to pay. The land and equipment are presently valued at more than half a million dollars, a sum rapidly increasing as modern medicine requires more and more elaborate and expensive equipment. Formerly, a hospital was regarded by most citizens as a place of only ultimate resort, in the final extremity indeed. Most people preferred to be cared for at home. However well such a system may have worked in the old days, when a doctor could carry about all his instruments in his little black bag, today it is only at a modern hospital that the necessary equipment and working conditions are obtainable. So, through a long process of education, people have come to regard the hospital as a vital part of their daily lives. This fact is attested by the ease with which, in ordinary times, the citizens of a community give money both to build a community hospital and to maintain it, that is, to meet the deficit caused by operating charges running ahead of income. It seems that this is a perennial difficulty of hospitals which, after all, are not strictly business institutions. The ideal hospital, like the good doctor, gives the service required first, and then fixes charges afterwards. The system has its faults, of course, but it has worked out that today the poorest and the humblest citizen may have the very best medical care and attention whether he is able to pay something or nothing.

As an example of the value of hospitals, the Central Maine Hospital has developed an orthopedic clinic and also an outstanding X-ray service as well as a pathological laboratory. Such services can be offered to the public only by a large hospital. Staffed by the leading physicians and surgeons of Lewiston and Auburn, this hospital also serves the State with its effective Training School for Nurses established in 1891. As most patients will agree, while doctors are necessary, it is the nurses that really are important. And, like many other semi-public hospitals, as far as financing goes, the Central Maine General at Lewiston leans heavily on women in another field. This is the Woman's Hospital Association which, annually, provides each year large quantities of linen, maintains a hospital luxury fund, and helps the patients in various ways as through the visiting, hostess and attendance committees.

The Eastern Maine General Hospital was opened on June 7, 1892, about a year after the institution at Lewiston. Similarly it has enjoyed a steady development in its opportunities for service to the people of its district, especially Bangor, Brewer and adjacent Penobscot County. The annual number of patients treated over some fifty years has been rather more than three thousand while the large and active out-patient department handles better than four thousand cases a year.

A feature of the Eastern General is the clinics which it holds for the benefit of local physicians and surgeons. These clinics are well attended by recognized leaders in the particular specialties outside of the state and have thus been of great value to all Maine medicine. As in most general hospitals, the bulk of the treatment is surgical, perhaps twenty-five per cent being free. The State supplies a portion of the annual maintenance and an endowment in excess of a million dollars also helps keep things running. Fees from patients meet some of the running costs. The staff includes many of the prominent physicians and surgeons of Bangor and it operates an excellent training school for nurses. This school, established in 1891, has a faculty of some fifteen graduate nurses and other officials and has an enrolment in its three year course of approximately a hundred student nurses.

Closely connected with the hospital is the Bangor District Nursing Association, which is operated with funds obtained by public subscription, bringing the best of nursing care into the homes at a very modest charge, if, indeed, any charge is made at all. The graduate nurses employed by the Association are assisted by student nurses from the hospital, who thus obtain practical experience. The Hospital also has its Women's Hospital Aid Society whose members do an immense amount of invaluable work in promoting the welfare and interests of the institution. This group at Bangor is particularly interested in the patients in the children's ward.

The Maine Eye and Ear Infirmary at Portland, opened April, 1886, was established originally to provide an infirmary for the treatment of eye and ear affections of the poor of the State. While this purpose has been maintained through the years, the institution has grown in various fields of service until in 1928 it was a full-fledged general hospital, receiving the A-1 certification of the American College of Surgeons.

***Left: Main Entrance and Original Building of the Maine General Hospital on Western Promenade, Portland***

***Right: Maternity Services and Infant Care are Part of the Program. The Maine General School of Nursing is the Oldest in Maine***

This hospital holds a daily clinic for the free treatment not only of ear and ear troubles but for affections of the body in general. Only those who are able to pay for these services are charged. In its some sixty years of service in this clinic, the attendance now approximates almost a million, with well over a hundred thousand persons having been treated in one way or another, most of them several times.

The Infirmary has a large staff of prominent specialists and consultants, including most of Portland's more distinguished physicians and surgeons. A large and very successful training school for nurses has been maintained since 1894. The work of the institution is supported by fees, by the income from a relatively small endowment, and by a small annual appropriation from the State of Maine.

The Children's Hospital, also at Portland, was organized October 1, 1898, as a charitable corporation for the care of the crippled and deformed of the State. Before this hospital was organized, this work had been carried along by the general hospitals but the need for a separate institution specializing in this field had long been recognized so that the work could be continuously maintained.

In 1948, the Children's Hospital was transferred to the buildings of the Maine General Hospital to keep it a going institution and to promote efficiency in operation. It remains a separate institution however. Its former buildings have been taken over by the Salvation Army.

The oldest of Maine's public hospitals is the Maine General Hospital at Portland, established February 24, 1868. At that time it was the only institution in Maine to which a sick person could resort for treatment, unless he was a seaman, a lunatic, or a pauper. If he were a sailor he could be admitted to the United States Marine Hospital; if demented, the needed help would be afforded him in the State Asylum for the Insane at Augusta; if reduced to beggary, he would receive such attention as was to be had in the so-called hospitals connected with every almshouse. Those who belonged to none of these classes had no hospital, and so, the general hospital idea was born.

Today, the Maine General Hospital still performs its vital role in helping to preserve Maine's greatest natural resource, the health of its citizens. Many have been the times in the past four-score years that the Maine General—"The People's Hospital"— has been called upon to meet emergency tests. One of the most recent was in 1944, when a plane out of control crashed into the midst of a Portland suburban war housing development, strewing dead and injured in its wake and creating a major local disaster. Speedy and efficient medical aid was organized from the hospital, with the entire hospital personnel rallying to the crisis.

Yet, of even greater import are the countless unheralded days at the Maine General, as in other Maine hospitals, devoted to the service of saving life and protecting health. Its accident ward, with an out-patient service, stands a 24-hour watch, ready to heed the call of any and all of the more than 150,000 citizens of Maine who reside in the area it serves. Here today come the victims of some 500 automobile accidents annually in the area, a portion of the more than 9,000 who are treated in the emergency ward each year.

The Maine General Hospital School of Nursing, established in 1887, was the first school of its kind in the State. A large, former apartment house is its dormitory and its 1,500 graduates are serving the health needs of many Maine communities. The hospital is affiliated with Colby College and the University of Maine for the training of nurses.

Other special services of the Maine General include: Out-patient service, social service, diabetics, occupational therapy, physical therapy, electrocardiography, electroencephalography, X-ray, clinical and pathological laboratories, pharmacy, tumor clinic and blood bank.

One of the newest services of the hospital, a cooperative venture with the Maine Eye and Ear Infirmary and the Portland Chapter of the American Red Cross, is a program of sight restoration arranged in cooperation with the Boston Eye Bank. Under the program, the two Portland hospitals provide facilities free of charge for the removal of the eyes of those deceased patients who have previously requested their eyes be given to the bank. The donated eyes subsequently are used in the corneal graft operation performed to improve the vision of persons whose blindness is caused by a damaged cornea. Since time is of the essence in this program of sight restoration, the Red Cross serves with dispatch in moving the eye material between the hospitals and the airport, while transportation of the material to the Boston Eye Bank, central New England service point, is handled by Northeast Airlines.

Nothing in the 82-year history of the Maine General Hospital is the source of more genuine pride than the World War II record of General Hospital Unit #67 of Maine General Hospital. Originally organized in 1924, the unit was revitalized in 1940. It was activated on September 1, 1942 and served overseas from December 5 of that year to June 1, 1945. Its record was a long and honorable one.

Control of Maine General's affairs rests primarily with a board of 12 directors, who are elected by members of the Corporation. Broad support by the community of this non-profit hospital is reflected in the board's composition, for its number includes names outstanding in the community's business and civic affairs. Two names in particular stand out in guiding the affairs of the Maine General Hospital over the past quarter century and in pointing it toward prospects of even greater future service to Maine—Robert Braun, president of the Board of Directors and mentioned in several other places of this work for his modern day leadership in Maine industry and finance; and Justice Sidney St. Felix Thaxter of the Maine Supreme Judicial Court, president of the Corporation. Both these men, with their directorial associates, have given unstintingly of their time and talents over many years to guiding the Maine General through ever-difficult times and to ever-greater achievements for the public welfare. It may be said that of all his great accomplishments which have benefited, directly or indirectly, thousands of his fellow Maine citizens, Mr. Braun's efforts in behalf of the Maine General Hospital and the human suffering it has alleviated, are closest to his heart. These sentiments also may be said to be shared by Justice Thaxter and their associate directors of the hospital, Phillips M. Payson, vice-president and treasurer; Edward F. Dana, secretary; Simmons J. Brown, Walter G. Davis, Rolland E. Irish, Virgil C. McGorrill, Fred C. Scribner, Jr., Robinson Verrill and Franklin F. Lawrence, former vice-president.

The 350-bed—and 55-bassinet—hospital is approved for standardization by the American College of Surgeons, is approved for the training of interns in general medicine and residency (post-graduate) training in medicine, surgery and pathology by the Council on Medical

Education and Hospitals of the American Medical Association, the New England Hospital Assembly and the Maine Hospital Association; and is a participating member of the Associated Hospital Service of Maine (Blue Cross), the Greater Portland Community Chest and the Council of Social Agencies.

Late in 1950, directors of the Maine General and the Maine Eye and Ear Infirmary were pondering a recommendation made by a competent national hospital survey group for a consolidation which would involve a major reconstruction program for the Maine General. Another facet of Portland hospital problems being studied also involved taking over medical services of the City of Portland's Farrington Hospital, operated in connection with the City Home. In the years immediately ahead, it seems certain that these major problems will be worked out, with a view to giving more efficient and greater hospital service to the people of the entire Greater Portland community.

As concrete evidence of the rapidly-increasing demand for hospital space in this modern day and age, Maine's newest hospital, Mercy Hospital of Portland, opened its doors in 1943, a completely equipped structure of the latest type, with 156 beds and 30 bassinets. In June of 1951, there was scheduled to be opened an addition to the same institution almost as large as the original structure, nearly doubling the original capacity. Even so, this major addition to Portland's hospital facilities, was estimated to be far from filling the expected hospital needs of the area in the years ahead. Financed by public subscription, plus Federal aid, Mercy Hospital is operated by the Sisters of Mercy and the Roman Catholic Bishop of Portland as a non-sectarian institution. Part of its operating expenses are met by participation in the annual Catholic Charities Campaign of Greater Portland.

In addition to the major hospitals listed in this chapter, more than a score of community hospitals are located throughout the State and these are listed in the city and town descriptions in Part III.

The State of Maine itself operates three sanatoriums for tubercular patients. The Western Maine Sanatorium was established in 1904; the Central Maine Sanatorium in 1910; and the Northern Maine Sanatorium in 1919. Each is administered by a board of trustees, serving a five-year term. These institutions, like the State mental, charitable and correctional institutions, are administered by the State Department of Institutional Service, headed by Norman Greenlaw as commissioner. This Department of Institutional Service is one of the newer state departments, created by act of Legislature in 1939, to have supervision of the grounds, buildings, property, offices, employees, patients and inmates of thirteen state institutions theretofore under the Department of Health and Welfare, as well as jurisdiction over such other charitable and correctional state institutions as may from time to time be created. The department also administers the State parole system.

With the increase in attention given to mental health in recent decades, it is eminently fitting that the links joining correctional, health and welfare institutions should be strengthened. The thirteen institutions under control of the Department of Institutional Service are:

| Institution | Location | Type | Est. | Superintendent |
|---|---|---|---|---|
| Augusta State Hospital....... | Augusta......... | M | 1836 | Francis H. Sleeper, M.D. |
| Bangor State Hospital........ | Bangor.......... | M | 1895 | Harold A. Pooler, M.D. |
| Pownal State School......... | Pownal.......... | M | 1907 | N. S. Kupelian, M.D. |
| Central Maine Sanatorium.... | Fairfield......... | T | 1910 | William B. Grow, M.D. |
| Northern Maine Sanatorium.. | Presque Isle...... | T | 1919 | Loren F. Carter, M.D. |
| Western Maine Sanatorium... | Hebron.......... | T | 1904 | Lester Adams, M.D. |
| Maine State Prison.......... | Thomaston...... | C | 1824 | J. Wallace Lovell, Warden |
| State Reformatory for Men... | South Windham.. | C | 1919 | Perry D. Hayden |
| State Reformatory for Women | Skowhegan....... | C | 1915 | Miss Chastine D. Kelley |
| State School for Boys........ | South Portland... | C | 1850 | Edwin M. Purinton |
| State School for Girls......... | Hallowell........ | C | 1875 | Miss Nellie French Stevens |
| Maine School for the Deaf.... | Portland......... | Char. | 1876 | Keyes Sanders |
| State Military and Naval Children's Home........... | Bath............ | Char. | 1866 | Myna Foulkes |

*Types of Institutions:* M—Mental.
T—Tubercular.
C—Correctional.
Char.—Charitable.

The Western Maine Sanatorium is located at Greenwood Mountain, near Hebron in Oxford County. About two-thirds of the patients are citizens of Maine, the balance coming mostly from the other New England states. Like the other sanatoriums, it is operated without distinction of race or religion or nationality. Much attention is given to dental as well as to medical care and special emphasis is placed upon occupational therapy—which has been demonstrated to be very helpful. A large farm is operated where potatoes and other vegetables are raised, as well as a large herd of cattle maintained—a herd large enough to supply the needs of the institution. Full playground equipment is maintained for the children, including physical apparatus and a wading pool. Motion pictures and other entertainment is supplied and the spiritual welfare of the patients is under the care of visiting clergymen from Hebron, Portland, Norway and other towns and cities. The institution is adequately staffed with physicians, nurses and specialists in addition to the customary employees. The State pays about $150,000 annually for the support of this institution.

The Central Maine Sanatorium is located at Fairfield, Somerset County. Its operating costs are about the same as its sister institution's. The Northern Maine Sanatorium is located at Presque Isle, in Aroostook County, and is operated similarly to the other two institutions. These three establishments fill a vital need in the care of unfortunate Maine citizens and are typical of the determination of the State that everything possible shall be done to meet the need of those requiring such care and treatment.

The State of Maine is, naturally, also deeply concerned with public health. The law requires "a health officer in every city, town and organized plantation." There were 476 such officers at the close of 1950. The State maintains such official organizations as the Public Health Council, the Board of Registration of Medicine, the Board of Registration of Nurses, the Board of Osteopathic Examination and Registration, the Board of Chiropractic Examination and Registration, the Board of Examination and Registration in Optometry, the Board of Veterinary Examination, the Board of Dental Examiners and the Board of Embalming Examiners.

The Public Health Council which is closely associated with the Maine State Department of Health and Welfare consists of the following divisions: administration, communicable diseases, venereal disease, diagnostic laboratories, sanitary engineering, public health education and publicity, vital statistics, public health nursing and child hygiene, and dental hygiene. The State is divided for administration into seven districts, each under the charge of district health officers. In addition, practically all cities and towns have their own boards of health and health officers while some have nurses.

Aside from the Maine Medical Association, which includes practically all registered doctors in the State of Maine, the principal organizations concerned with the public health include: the Maine Dental Society, the Maine Homeopathic Medical Society, the Maine Association of Optometrists, the Maine Osteopathic Association, the Maine State Chiropractor's Association, the Maine Veterinary Medical Association, and the Maine Pharmaceutical Association.

The Maine Dental Society was founded in 1865. The Maine Osteopathic Association was established at Portland July 10, 1912 with a constitution that expressed its purposes as: to advance the science of osteopathy, for the mutual benefit of its members, conserving, consolidating and protecting the highest interests of the science, and to secure to the people of Maine the privilege of the unrestricted practice of this recognized system of healing. Since 1919, osteopaths have been legally recognized in Maine.

The first association of members of the homeopathic school of medicine was the Central Homeopathic Association of Maine, established at Augusta on January 15, 1867. The object of the organization, which became the Maine Homeopathic Medical Society, was the furthering of the art and science of medicine, and the cultivation of friendly intercourse between its members and of greater harmony of action among them.

The Maine State Chiropractors' Association was founded at Portland May 12, 1918 by a group of chiropractors whose object was to promote the science, art, and philosophy of Chiropractic by cooperation and scientific research and to proclaim through honest professional advertising "the right of the sick to get well" by adjustment of the spine to relieve nerve pressure, which, they alleged, was the cause of ninety-five per cent of disease, and by maintaining the proper alignment of the spine, to prevent disease.

Another association of chiropractors was formed at Westbrook in September 1921. This was the State of Maine Straight Chiropractors' Association. Since the members of the school found that there was pressing need of "proper" legislation at this time, the two bodies agreed to amalgamate and a meeting at Augusta, in October of 1922, brought about the desired harmony. In a report, the new body, which had the same name as the old, said, "Dana S. Williams was employed as counsel in obtaining a license for Chiropractors and a great deal of credit is due him for the manner in which he handled the situation, and it is a matter of record that his treatment from members of the medical profession was most courteous and considerate." In March of 1923, the Legislature passed a bill which gave legal qualification to chiropractors to practice in Maine and established a board of Chiropractic Examiners to regulate the issuance of licenses.

Among other organizations established to safeguard and improve public health is the Maine Public Health Association, organized in 1911 at Lewiston as the Maine Anti-Tuberculosis Association. Despite its change of name, in 1920, it is still affiliated with the National Tuberculosis Association. The change in name was made to indicate and, in a sense make possible, a much wider group of services to the state. As at present instituted, the Association is not concerned with tuberculosis alone but also has a cancer society, a child health division, a prevention of blindness committee and a dental hygiene society—all combined into one association and all managed by the one board of directors and all supported by a single appeal for funds to the public spirited citizens of Maine.

There were seventy-six agencies in Maine sponsoring public health nursing programs on January 1, 1950, a decrease from the eighty such agencies in operation four years earlier. The main reason for the decrease was the policy of the American Red Cross, terminating all public health nursing services by the beginning of 1950. The State Division of Public Health Nursing increased its staff from forty-four on July 1, 1948, to forty-seven at the start of 1950.

A recent state service is the cardiac clinics organized by the State Bureau of Health in co-operation with the Maine Heart Association. The state has acted to subsidize such clinics to provide diagnosis, laboratory and consultant services for the medically indigent. There are three cardiac clinics in the City of Portland. Such clinics are anticipated as we go to press in both Lewiston and Bangor. And a traveling cardiac clinic is operating in Aroostook County, in northern Maine, where it is often difficult for people to betake themselves to health centers or even to physicians' offices. This traveling clinic, which performs all the services extended by the fixed city clinics, is centered in Caribou.

By appointment of the Governor, the Hospital Advisory Council and the Department of Health and Welfare completed Maine's initial hospital construction plan in January, 1948. The program was made possible by joint use of federal and state funds, and over the ensuing two years had reached a stage indicated in the following tabulation:

| Hospital | Location | Total Cost | Federal Share |
|---|---|---|---|
| Augusta General Hospital | Augusta | $ 343,925.55 | $ 114,641.85 |
| Augusta State Hospital | Augusta | 440,858.00 | 115,595.00 |
| Bangor City Hospital | Bangor | 187,659.00 | 47,991.40 |
| Central Maine General Hospital | Lewiston | 684,500.00 | 228,166.00 |
| Community General Hospital | Ft. Fairfield | 485,811.00 | 267,196.05 |
| Mercy Hospital | Portland | 1,450,926.62 | 798,009.64 |
| Peoples Benevolent Hospital | Ft. Kent | 1,207,778.00 | 664,277.90 |
| Portland City Hospital | Portland | 95,630.07 | 52,596.54 |
| Thayer Hospital | Waterville | 1,139,510.00 | 626,730.50 |
| Webber Hospital | Biddeford | 896,964.00 | 493,330.20 |
| | | $6,933,562.24 | $3,408,535.08 |

# CHAPTER XV

## *State-Wide Organizations*

ORGANIZATIONAL activities in Maine have continued to expand during the past quarter-century, with emphasis during the past 15 years especially centered upon business, trade and professional associations as population and business activities of the State have expanded. Whereas in former years fraternal organizations derived much of their strength from allied benefits accruing to members in a business way through personal acquaintanceship and social contacts, most of such benefits are being provided today by outright business and trade associations, the number of which has increased rapidly in recent years.

The faster pace of modern day living, based on the automobile and other fast modes of transportation, also has become an important factor to many fraternal organizations in the past quarter-century, reflected in less active programs and problems of maintaining membership totals. Many of the old established fraternal organizations, such as the more prominent secret societies, have, however, registered increases in membership over the past 25 years, although the rate of increase has slowed down noticeably. Insurance program benefits have been a strengthening factor for several such organizations, along with imaginative and public-service programs.

In any event, it is obvious that the total number of State-wide organizations of all types and the total membership have greatly increased during the past quarter-century, indicative, we believe, of the traditional cooperative attitude in the basic Maine character as it has developed over the past 300 years. The following list of State-wide organizations as of 1950 is as complete as could be assembled for this work. An annual list of most of these organizations, together with the names of presidents and secretaries, is contained in the *Maine Register, State Year-Book and Legislative Manual* published annually by the Fred L. Tower Companies, Portland, previously mentioned in the Foreword. Where permanent State headquarters of these organizations have been established, it is so noted.

### Business and Trade

State of Maine Publicity Bureau, Gateway Circle, Portland (see Chapter 9).

Maine State Chamber of Commerce, 477 Congress St., Portland.

Maine Junior Chamber of Commerce, Pres. Roosevelt Susi, Pittsfield.

Local Chambers of Commerce, or Boards of Trade, also have been established in Auburn, Augusta-Hallowell, Bangor, Bar Harbor, Bath, Belfast, Bethel, Biddeford-Saco, Bridgton, Brunswick, Calais, Camden-Rockport, Caribou, Corinth, Damariscotta, Dexter, Dover-Foxcroft, Eastport, Farmington, Fort Fairfield, Fort Kent, Freeport, Fryeburg, Gardiner, Guilford, Houlton, Lewiston, Limerick, Lincoln, Lisbon, Lubec, Machias, Madawaska, Mapleton, Mars Hill, Millinocket, Milo, Mount Desert, Norway, Ogunquit, Old Orchard Beach, Old Town, Portland, Presque Isle, Rangeley, Rockland, Rumford, Sanford, Skowhegan, South Paris, Southwest Harbor, Van Buren, Waterville-Winslow, West Tremont, York Beach.

Local Junior Chambers of Commerce have been established in Augusta, Bar Harbor, Belfast, Bangor, Brewer, Caribou, Dover-Foxcroft, Ellsworth, Houlton, Lewiston, Orono, Old Town, Pittsfield, Portland, Rockland, Skowhegan and Waterville.

Associated Industries of Maine, Augusta House, Augusta.
Florist Telegraph Delivery Association of Maine.
Lumber Dealers Association of Maine.
Maine Antique Dealers Association, Inc.
Maine Aviation Trades Association.
Maine Automobile Dealers Association, Lewiston.
Maine Canners' Association, Brunswick.
Maine Coin Machine Operators Association.
Maine Commercial Travelers' Association.
Maine Daily Newspaper Association.
Maine Good Roads Association, Unity.
Maine Graphic Arts Association.
Maine Hardwood Association, Augusta.
Maine Hotel Association, Portland.
Maine Independent Retail Grocers and Food Dealers Association, Portland.
Maine Independent Oil Marketers Association.
Maine Institute of Potato Starch Manufacturers, Inc.
Maine League of Loan and Building Associations, Portland.
Maine Malt Beverages Retailers Association.
Maine Merchants Association, Inc., Portland.
Maine Petroleum Industries Committee, Augusta.
Maine Press Association (weekly newspapers).
Maine Real Estate Association.
Maine Restaurant Association.
Maine Retail Jewelers Association.
Maine State Broadcasting Association.
Maine State Master Plumbers Association.
Maine Truck Owners Association, Portland.
Maine Motor Rate Bureau, Inc., Portland.
Maine Woolen and Worsted Association.
Memorial Craftsmen of Maine.
Northeast Kiln Drying Association.
Outdoor Advertising Association of Maine.
Plumbing, Heating and Metal Salesmen's Association.
United States Brewers' Foundation, Waterville.

### SERVICE CLUBS

ROTARY—the first Rotary Club and also the first service club in Maine is the Portland Rotary Club, founded in 1915 as the 177th charter Rotary Club in the Nation. Ernest E. Decker was a leading figure in its founding, and was assisted by 31 other prominent Portland men, who became charter members. The first president was Robert Braun and the first secretary, Frank M. Low. Daniel W. Hoegg was secretary for many years and the club maintains permanent headquarters in the Falmouth Hotel, Portland.

At the present time Rotary Clubs are established also in Augusta, Bangor, Bath, Belfast, Biddeford-Saco, Boothbay Harbor, Brunswick, Calais, Camden, Caribou, Damariscotta-Newcastle, Eastport, Farmington, Fort Fairfield, Fort Kent, Gardiner, Houlton, Kennebunk, Lewiston-Auburn, Lincoln, Madawaska, Old Town, Presque Isle, Rockland, Rumford, Sanford-Springvale, Skowhegan, South Berwick, Van Buren, Washburn, Waterville, Westbrook, and Winthrop.

KIWANIS—the first Kiwanis Club in Maine was formed in Portland in 1917. Twenty-one leading business and professional men of Portland were charter members. First officers were Charles S. Webster, president; F. W. B. Martin, vice-president; John W. Lake, secretary; and Philip F. Chapman, treasurer.

Kiwanis Clubs are currently established also in Auburn-Lewiston, Augusta, Bangor, Brewer, Dover-Foxcroft, Fryeburg-Lovell, Gorham, Kezar Falls, Madison, Newport, Norway-Paris, Orono-Old Town, Pittsfield, Rockland, Saco-Biddeford, Sanford, South Portland, Standish, Waterville, Westbrook and Windham.

LIONS—the first Lions Club in Maine was established in Portland in 1923. Its first president was Freeman M. Grant and its first secretary Frank W. Wardwell. One of the charter members, Frederick H. Gabbi, later served as president of the club and was the first District Governor for Maine of Lions International, in 1928-1929, and also was the first Maine man to be elected an International Director of Lions, 1939-1941. Under his guidance Lionism expanded rapidly in Maine and local clubs are now established in the following communities:

Auburn-Lewiston, Augusta-Gardiner-Hallowell, Bangor-Brewer, Bath, Belfast, Bethel, Bridgton, Brunswick, Calais, Camden-Rockport, Caribou, Castine, Cape Elizabeth, East Millinocket, Easton, Ellsworth, Farmington, Fort Fairfield, Fort Kent, Harrington, Houlton, Kennebunk, Livermore Falls, Machias, Millinocket, Milo, Mount Desert Island, New Portland, Norway-Paris, Oakland, Old Orchard Beach, Patten, Presque Isle, Richmond, Rockland, Rumford, Saco-Biddeford, Sanford, Skowhegan, South Portland, Vinalhaven, Waldoboro, Waterville, Westbrook, Wilton, Wiscasset, and Yarmouth.

EXCHANGE—clubs are established in Portland and Waterville.

### AGRICULTURAL ASSOCIATIONS

Association of Maine Dehydrators.
Eastern Maine Guernsey Breeders Association.
Maine Arborist Association.
Maine Association of Agricultural Fairs.

Maine Ayrshire Breeders Association.
Maine State Association of Beekeepers.
Maine Breeding Cooperative.
Maine Canned Vegetable Growers Association.
Maine Cooperative Council, Orono.
Maine Dairymen's Association.
Maine Federation of Agricultural Associations.
Maine Farm Bureau Federation, Orono.
Maine Holstein Breeders Association. Maine Horse Breeders Association.
Maine Jersey Cattle Club.
Maine Livestock Breeders Association.
Maine Milk Dealers Association.
Maine Milking Shorthorn Breeders Society.
Potato Industry Council of Maine, Inc., Presque Isle.
Maine Poultry Improvement Association.
Maine State Fair Association.
Maine State Poultry Association.
Maine State Guernsey Breeders' Association.
Maine State Pomological Society.

## POLITICAL ORGANIZATIONS

Republican State Committee—Ralph C. Masterman, Bar Harbor, chairman; Mrs. Selma M. Wagg, Lisbon, vice chairman; Mrs. Marie M. McLaughlin, Bangor, secretary; Frederick R. Knauff, Waterville, treasurer. National Committeeman, Fred C. Scribner, Jr., Portland; national committewoman, Mrs. Inez L. Wing, Kingfield.

Democratic State Committee—James A. Morang, Randolph, chairman; Phyllis M. True, Freeport, vice chairman; Mrs. Charles A. Pomeroy, Auburn, secretary; Louis A. Labbe, Brunswick, treasurer. National committeman, F. Davis Clark, Milo.

Maine Council of Young Republican Clubs.
Maine League of Women Voters.
Maine State Federation of Women's Republican Clubs.
Maine Council of Young Republican Clubs.
Maine Women's Legislative Council.
The Christian Civic League of Maine.
Young Democratic Clubs of Maine.

## PROFESSIONAL

Advertising Associates of Maine, Portland.
Association of Registers of Probate.
Chiropody Association of Maine, Portland.
Dental Technicians Society, Portland.
General Agents and Managers Association, Portland.
Maine Association of Clerks of Courts.
Maine Association of Engineers.
Maine Association of Insurance Agents.
Maine Association of Sealers of Weights and Measures.
Maine Chapter, Hotel Greeters of America.

Maine Association of Municipal Court Judges.
Maine Casualty Adjusters Association.
Maine Chapter, International Association of Public Employment Services.
Southern Maine Chapter of National Association of Cost Accountants.
Northern Maine Chapter of National Association of Cost Accountants.
Maine County Commissioners Association.
Maine Dental Assistants Association.
Maine Dental Hygienists Association.
Maine Dental Society.
Maine Funeral Directors Association.
Maine Hospital Association.
Maine Library Association.
Maine Life Underwriters Association.
Maine Medical Association, Portland.
Maine Medico-Legal Society.
Maine Municipal Association, Hallowell.
Maine Optometric Association, Inc.
Maine Osteopathic Association.
Maine Osteopathic Hospital Association.
Maine Pharmaceutical Association.
Maine Society of Public Accountants.
Maine State Bar Association, Augusta.
Maine State Chiropractors Association.
Maine State Detective Association.
Maine State Nurses Association.
Maine Town and City Clerks Association.
Maine Veterinary Medical Association.
Maine Water Utilities Association.
Southern Maine Association of Life Underwriters, Inc.
Maine Association of Elementary School Principals.
Maine Association of Principals of Secondary Schools.
Maine Congress of Parents and Teachers.
Maine Teachers Association, Augusta.

## VETERANS ASSOCIATIONS

American Legion—Maine Department was organized in 1919. 177 posts, membership about 22,000. American Legion Auxiliary organized in 1921. 150 units, membership about 10,400.

La Société des 40 Hommes et 8 Chevaux.

Veterans of Foreign Wars—Maine Department organized in 1920. 93 posts, membership about 10,500. VFW Auxiliary organized in 1931. 26 units, membership about 2,500.

American Veterans of World War II.
Disabled American Veterans.
Jewish War Veterans.
United Spanish War Veterans, Department of Maine.
Grand Army of the Republic.

Daughters of Union Veterans of the Civil War.
Sons of Union Veterans of the Civil War.
Maine Society, Sons of the American Revolution.
Maine Society, Daughters of the American Revolution.
Military Order of the Loyal Legion of the United States.
Society of Daughters of Colonial Wars in Maine.
Society of Colonial Wars in the State of Maine.

### SECRET SOCIETIES

FREEMASONRY—the oldest of the fraternal organizations in Maine is Freemasonry, established in what is now the State of Maine some six years before the American Revolution. The first branch of the order in this State was chartered as Portland Lodge, No. 1, Free and Accepted Masons, on March 30, 1769. This lodge is still in existence under that designation. Since Maine was a part of Massachusetts at the time, this first Maine lodge was granted its charter by the Massachusetts Grand Lodge. The second lodge in Maine was instituted at Machias in 1778, its charter signed by Paul Revere, who was, at the time, Grand Master of the Grand Lodge of Massachusetts. Three more lodges were granted charters during the 18th Century: No. 3, at Wiscasset; in 1792; No. 4, at Castine, in 1794; and No. 5, at Hallowell, in 1796.

By the time Maine became a separate State, in 1820, there were 30 active lodges and one under dispensation in the jurisdiction. The Grand Lodge of Maine was organized June 24, 1820, and the first lodge to be chartered by the Maine Grand Lodge was Gardiner Lodge, No. 32. The first Grand Master was Gov. William King, installed in that office four days after he became the first Governor of Maine. Other officers were: Simon Greenleaf, Deputy Grand Master; William Swan, Senior Grand Warden; Nathaniel Coffin, Junior Grand Warden; Joseph M. Gerrish, Grand Treasurer; and William Lord, Grand Secretary. This Grand Lodge has a continuous record of annual meetings to the present, though at times its meetings have been held even more frequently. Of the total number of 216 lodges constituted in Maine, 207 are now active, three have surrendered their charters, two charters have been recalled by the Grand Lodge and four lodges have been consolidated with other lodges. Present membership is nearly 44,200. Grand Master in 1950 was Erwin E. J. Lander of Augusta; Deputy Grand Master, Benjamin W. Ella, North Anson; Grand Secretary, Convers E. Leach, Portland; and Corresponding Grand Secretary, Earle D. Webster, Portland.

The first chapter of Royal Arch Masons in Maine was established by the Grand Lodge of Massachusetts, June 15, 1805, as Mount Vernon Chapter, No. 1, of Portland. By 1820, three more chapters had been chartered, one each at Bath, Wiscasset and Hallowell. At the present time there are 69 active subordinate chapters, with 12,579 members. Grand High Priest is I. James Merry of Lewiston; and Grand Secretary is Convers E. Leach, Portland.

The first chapter of Royal and Select Masters to be constituted in Maine was King Solomon's Council, No. 1, at Belfast, on June 13, 1854; the second council was at Brunswick and the third at Hallowell. These three councils received their charters from the General Grand Council of the United States. Since the organization of the Grand Council of Maine, in 1855, fifteen additional councils have been instituted, one later surrendering its charter, so that 17 subordinate councils are now active. Membership is 4,642. M. I. Grand Master is Benjamin W. Ela of North Anson and Grand Recorder is Convers E. Leach of Portland.

The first commandery of Knights Templar in Maine was Gardiner Commandery, No. 1, chartered on May 14, 1821. The last to be chartered was Bethany Commandery, No. 24, at Sanford on May 8, 1924. The Grand Commandery of Knights Templar of Maine was instituted in 1852. In the present 24 subordinate commanderies are 6,399 members. Harold A. Caman of Farmington is Grand Commander and Convers E. Leach of Portland Grand Recorder.

The first Maine man to receive the 33rd Degree in the Ancient Accepted Scottish Rite of Freemasonry was Robert P. Dunlap, who was thus honored September 4, 1851. A division of the Scottish Rite was introduced in Maine December 1, 1856, at Brunswick, in Dunlap Sovereign Chapter of Rose Croix de Herodim. Its first secretary was William P. Preble, Jr., who was given the title of "The Father of the Scottish Rite in Maine." The division was later changed in name to Dunlap Lodge of Perfection, Council of Princes of Jerusalem and Chapter of Rose Croix, of Portland. Dunlap held the office of Lieutenant Grand Commander from 1851 until his death in 1859. John D. Lincoln was the first treasurer and James Ross the first tyler.

The Supreme Council, in 1861, granted a dispensation for a Consistory to be established at Portland. Gen. Abner B. Thompson was elevated to the 33rd Degree and appointed Deputy for Maine. As Grand Chancellor, he presided in the Sovereign Grand Consistory and was honored with election as President Grand Commander.

Dunlap Chapter of Rose Croix was chartered on May 14, 1857 and given precedence as of 1856. Yates Council of Perfection was chartered at Portland, May 14, 1857; Portland Council, Princes of Jerusalem, at Portland May 14, 1857; Maine Consistory, Sovereign Princes of the Royal Secret, at Portland, May 22, 1862; Lewiston Lodge of Perfection, at Lewiston, August 16, 1876; Auburn Council, Princes of Jerusalem, at Auburn, September 19, 1899; H. H. Dickey Chapter of Rose Croix at Auburn, September 17, 1891; Eastern Star Lodge of Perfection, at Bangor, September 25, 1884; Palestine Council, Princes of Jerusalem, at Bangor, September 19, 1899; Bangor Chapter of Rose Croix, at Bangor, September 18, 1890; Delta Lodge of Perfection at Machias, July 12, 1890; Deering Council, Princes of Jerusalem, at Machias, September 12, 1893; Kennebec Valley Lodge of Perfection, at Augusta, September 19, 1895; Augusta Council, Princes of Jerusalem, at Augusta, September 19, 1895; Emeth Chapter of Rose Croix at Augusta, September 17, 1896; Rockland Lodge of Perfection, at Rockland, September 21, 1898; Rockland Council, Princes of Jerusalem, at Rockland, September 21, 1898; General Knox Chapter of Rose Croix, at Rockland.

Present officers of other Masonic groups include:

Maine Consistory 32nd Degree, Porter A. Roberts, secretary.

Order of High Priesthood, Arthur W. Stockbridge, Auburn, president; Convers E. Leach, Portland, recorder.

Order of the Red Cross of Constantine, M. P. G. Sovereign Frank E. Southard, Augusta; M. I. G. Recorder Thomas H. Hooper, Saco. Conclaves are held in Portland, Lewiston, Bangor and Gardiner.

Council of Deliberation, A & S. Rite, Frank C. Allen, Portland, commander-in-chief; Convers E. Leach, Portland, grand secretary.

Grand Chapter, Order of the Eastern Star, Gladys M. Stetson, Bangor, worthy grand matron; Thomas O. Peasley, Monmouth, worthy grand patron; Mabel J. Deshon, Portland, grand secretary.

Grand Court, Order of Amaranth, Gladyse R. Walker, Auburn, royal matron; Thompson Potter, Bath, royal patron; Mrs. Sarah Shaw, Bath, secretary.

The Ancient Arabic Order, Nobles of the Mystic Shrine, also is well organized in the Maine jurisdiction.

Improved Order of Red Men—one of the largest fraternal societies and the oldest and largest strictly American fraternity is the Improved Order of Red Men. First incorporated in 1835, it crystallized from several of the social and patriotic societies which sprang up during the American Revolution and the War of 1812, such as the Sons of Liberty, who emptied the King's tea into Boston Harbor in 1773, the Red Men and Tamina Societies. The order was first introduced into Maine by the institution of Squando Tribe, No. 1, at Biddeford, November 6, 1875. On October 25, 1888, the Great Council of Maine was instituted in the City of Bath, with A. I. Mather of Rockland as First Great Sachem. At that time there were nine tribes in the Reservation of Maine. Freedom, Friendship and Charity are the cardinal principles of the order. It has more than 100 tribes in Maine, with a membership of some 6,500. Basil Chadbourne of Oxford is Great Sachem and Emery O. Bibber of Old Orchard Beach is Great Chief of Records.

Benevolent and Protective Order of Elks—the Elks have been active in Maine since April 2, 1891, when Portland Lodge, No. 188, was instituted. Other lodges since have been instituted in Bangor, Lewiston, Houlton, Rumford, Eastport, Waterville, Bath, Augusta, Rockland, Old Town, Gardiner, Sanford and Millinocket. Membership totals some 4,000. The Maine Elks Association also has been organized, present officers being Leon F. Jones, Old Orchard Beach, president; and Edward R. Twomey, South Portland, secretary and treasurer.

Independent Order of Odd Fellows—the Grand Lodge, Independent Order of Odd Fellows, of Maine, was chartered February 26, 1844. Maine Lodge, No. 1, was the first to be instituted, at Portland, August 25, 1843, and since then 155 subordinate lodges have been instituted, of which 141 are now active, with a total membership of nearly 15,000. There are 57 Encampments, with a membership of nearly 4,500. Officers of the Grand Lodge of Maine in 1950 include Roy P. Gifford, Wilton, Grand Master; Leroy E. Leonard, Portland, Grand Secretary. Officers of the Grand Encampment are Ralph H. Wright, Livermore Falls, Grand Patriarch; and Harry T. Stimson, Portland, Grand Scribe. Of the Department Council of the Patriarchs Militant, Brigadier General William O. Hayden of Springvale is President; and Lieutenant Colonel Percy M. Wallace, Portland, Clerk.

The Rebekah Degree of the Independent Order of Odd Fellows in Maine was established September 20, 1851. Naomi Lodge, No. 1, at Westbrook is the oldest of the 140 active lodges, 147 having been instituted. Membership is about 22,000. Lois E. Hoyt of Farmington is president and Charlotte B. Syphers of Kezar Falls is secretary. In the Officers Association of Ladies Auxiliaries, Kathleen M. Starbird of Farmington is president and Edna H. Chandler of Madison is secretary.

KNIGHTS OF PYTHIAS—the first lodge of Knights of Pythias in Maine was Mavoshen Lodge, No. 1, of Biddeford, instituted March 16, 1871, with 19 charter members, only seven years after the Order first was organized in Washington, D. C. Two more lodges were instituted that year, Industry Lodge, No. 2, of Lewiston, and Bramhall Lodge, No. 3, of Portland. The year 1872 saw the institution of Presumpscot Valley Lodge, No. 4, at Cumberland Mills, and Norumbega Lodge, No. 5, at Bangor. The Past Chancellors of these five lodges met in Portland July 9, 1872, and organized the Grand Lodge of Maine, the 30th Grand Jurisdiction of the United States. The silver anniversary of the Grand Lodge was celebrated in Portland in 1897 and the golden anniversary in the same city in 1922. The Grand Domain of Maine now consists of 89 lodges, with a membership of about 7,500. Twenty years ago there were 140 lodges and a membership of some 18,000.

Besides the three fundamental ranks of the order, there have been added the Endowment Rank, the Uniform Rank and the Dramatic Order of Knights of Khorassan. The Pythian Temple on Cumberland Avenue in Portland, a six-story structure, was sold during the Depression Decade to combined Portland Jewish organizations and is used by them today as a Community Center. Grand Lodge officers in 1950 included Neil S. Bishop, Grand Chancellor, and Harry B. Lagdon, Portland, Grand Secretary.

The Pythian Sisters was organized in Maine in 1900, with Crescent Temple, No. 1, of Warren, instituted February 23, 1900. The Grand Temple of Maine was organized in 1903. Its officers in 1950 included Mrs. Bertha Brackett, Grand Chief, and Mrs. Lissie Haynore, Livermore Falls, Grand Secretary.

INDEPENDENT ORDER OF FORESTERS—the Grand Court of Maine, Foresters of America, was organized at Bangor, July 24, 1894, some 30 years after this beneficiary order was first established in this country at Brooklyn, New York. The first court instituted was Henry Gratten Court, No. 1, at Bangor, and the second was Falmouth Court, No. 2, at Portland. In 1950 there were 65 Courts under the jurisdiction of the High Court of Maine and New Hampshire, with some 1,500

members. Officers included: P. H. C. Ranger, Harry A. Skillins, Bangor; H. V. C. Ranger Wilford R. Rioux, Lisbon Falls; H. C. Ranger Charles A. Bujold, Rumford; and H. S. Annie B. Rioux, Lisbon Falls.

KNIGHTS OF COLUMBUS—the first council of the Knights of Columbus in Maine was Portland Council, No. 101, instituted August 12, 1894. Joseph A. McGowan was the first State Deputy of Maine. In 1950 the number of councils in Maine was 47 and total membership about 7,000. State Deputy is William R. Provencher of Portland; State Secretary, Remis Lavasseur, Fort Fairfield; and State Treasurer, Albert Bertrand, Millinocket.

THE MACCABEES—the Maccabees have 62 units in Maine, with a membership of about 6,000. A. W. Frye of Portland is State Manager.

PATRONS OF HUSBANDRY—the Maine State Grange is the largest organization in Maine, consisting of 414 subordinate Granges and a membership of more than 60,000 members. Officers of the Maine State Grange in 1950 included: Lewis C. Guptill, Augusta, Master; Mrs. Nellie L. Hascall, Auburn, Secretary; Maynard C. Dolloff, Gray, Overseer; Lottie E. York, Winthrop, Lecturer; and Charles M. White, Winthrop, Treasurer.

## MISCELLANEOUS ORGANIZATIONS

Maine State Federation of Business and Professional Women's Clubs.
Maine Magicians Society.
Maine Philatelic Society.
American Snowshoe Union, Lewiston.
Astronomical Society of Maine.
Boy Scouts of America.
Girl Scouts of America.
Health Council of Maine, Waterville.
International Order of Good Templars.
International Sunshine Society.
Josselyn Botanical Society of Maine.
Maine Automobile Association.
Maine Cancer Society, Inc.
Maine Children's Home Society, Augusta.
Maine Diabetic Association.
Garden Clubs Federation of Maine.
Maine Federation of Music Clubs.
Maine Federation of Women's Clubs.
Maine Fraternal Association for the Blind.
Maine Historical Society, Portland.
Maine Mineralogical and Geological Society.
Maine Public Health Association, Inc., Augusta.
Maine Sheriffs Association.
Maine State Conference of Social Welfare.

Maine State Letter Carriers Association (and Auxiliary).
Maine State Postmasters Association.
Maine State Society for the Protection of Animals, Portland.
Pine Tree Society for Crippled Children.
Society of Mayflower Descendants in the State of Maine.
National Society of Colonial Dames, Resident in Maine.
State Fire Chiefs Association.
Vacationland Dog Club of Maine.
Victoria Society of Maine Women, Portland.
Women's Christian Temperance Union, Portland.
American Red Cross (Chapters in all sections of the State).

# CHAPTER XVI

## *Municipal Government and the Tax Problem*

IT HAS long been customary for authorities on government to praise the virtues of the old-fashioned colonial style of "town meeting," through which the rank and file of citizens had as influential a voice in public affairs as at any time, before or since, in the history of American governmental practice. Something of the directness of this early style of municipal government has been preserved in Maine, even to the degree of influencing state government as a whole. Professors and others who wish to observe the traditional "town meeting" in action, as nearly as is possible in modern times, may do so in this state.

The mere fact that agriculture constitutes approximately 60 per cent of the economic activities of the people of Maine is in itself an important factor in preserving the political form of the "town" as such. A town, in this state, is usually a rectangular tract of land, about 36 miles square, although many towns are smaller and some are larger. The town is a specific political form, which includes several villages and agricultural areas within its boundaries in some instances, or perhaps in others only a single village. A few Maine towns are even centered around an industry. Of Maine's 506 organized municipalities, 422 are towns, 65 are plantations and 21 are cities.

A town is a corporate form, created by the Legislature with broad powers to levy taxes and conduct municipal government. It is the smallest complete governmental unit, and full responsibility for its operation rests with its individual citizens, although its decisions must be in accordance with state laws. A basic requirement of the town form of government is that every town hold a meeting of its voters at least once a year. Usually the meeting takes place in March, often on the first or second Monday of the month. The Board of Selectmen, as the body of the town's chief officers is known, chooses the date for the meeting and notifies the constable, who in turn notifies the citizens in a formal proclamation.

At the town meeting a moderator, or presiding officer, is elected. When duly sworn in by the clerk, he takes the chair and proceeds to conduct the business of the meeting. Selectmen are elected, as well as assessors, overseers of the poor, a town clerk, a treasurer, a tax collector and an auditor, all for one year's duration. Members of the local school committee are ordinarily elected for three years.

When a community consists of too few inhabitants to form a town, they may organize, instead, a *plantation.* To do so, three or more persons petition the county commissioners, who call a community meeting for that specific purpose. At the meeting, it is established by ballot whether a majority of those present wish to establish a plantation or not; and, if they so wish, they proceed to elect officers and found their government. Whenever a community consists of 200 or more persons, they are required by law to hold a meeting and decide whether to form a plantation. The plantation, so established, is liable for taxes and other community obligations, but not for support of the poor unless its total property valuation amounts to at least $100,000.

Still another form of local political unit in Maine is the "unorganized township." There are still nearly 400 such unorganized townships in the state—areas with so few inhabitants that no legal governmental form is maintained. For these communities, the county maintains roads and collects taxes, while the state provides schooling. Qualified voters in such unorganized towns may cast their ballots only by going to another town for the purpose.

A city, in Maine, is incorporated under the provisions of a specific charter granted to it by the State Legislature. The charter lays down regulations as to specific governmental forms for the city in question. In certain matters a city charter may supersede state laws—for instance, in respect to the number of members of the city's Board of Education. The general law requires a membership of three on any local school committee; but a city may add to this number in accordance with the specific provisions of the charter granted it by the Legislature.

Maine's general law sets up no specific requirements covering the granting of a city charter. Neither the size of the community, as in some other states, nor property valuation is a decisive factor. Some towns have larger populations and higher property valuations than some cities. Among the larger towns are Rumford, Sanford, Caribou, Brunswick and Houlton. When a town desires to adopt the city form of government, there is but one state requirement—namely, that a charter must be granted by the Legislature. Subsequent legislative sessions may amend the charter if and when a need for amendment becomes evident.

When once a charter is granted by the Legislature, the people of the proposed city vote their approval or disapproval. If their vote is favorable, the city is duly organized. The usual city form includes subdivisions into wards and districts, each of which is represented on a city council by an alderman and by two or more councilmen, however the charter provides. A mayor, who is the chief executive officer, usually appoints the local fire and police chiefs, a city physician and other municipal officers.

A marked difference here appears between city goverment, in which the people delegate power to their elected representatives, wholly abandoning the principle of a meeting of voters, and the older, directly democratic form of town government. An elected council becomes, in the city, the final authority to levy taxes and fix appropriations. Ordinarily a Board of Education conducts the city school system, its sole connection with the council being on the financial side because of its dependence upon official appropriations. In the City of Augusta the people themselves still retain full control over school appropriations, fixing the amounts through a ballot of voters at an annual meeting, exactly as in the case of the town meeting. The same voters decide at their meeting upon procedures for school maintenance, the erection of new schools and a host of other matters connected with the conduct of education.

In the introduction of the city and town manager form of government, numerous Maine towns have been pioneers. In this form, the City Council, elected by the people, employs a paid executive of its choice to direct all public business as though he were the head officer of a corporation. Broad powers are conferred upon the manager in all routine matters. Many towns have also chosen managers, who have undertaken to perform the duties formerly within the province of boards of selectmen. In each instance the municipality must obtain legislative approval to adopt the city or town manager style of government.

Late in 1950 Maine had 107 city or town manager communities, operated by a total of ninety-nine managers, a few of whom had two or three municipalities in their charge. Since 1948 the University of Maine has conducted a special training program in city management. Those taking the course have included selectmen interested in city management, as well as professional city managers and would-be professionals. Many city and town managers have come from the ranks of civil engineers, some of them retired from active practice. Several of Maine's municipal managers have come to this State from schools outside its borders, including Boston University, which conducts a course along these lines.

Except in the administration of justice, the county is, generally speaking, less important than the town, although every county maintains a judicial system and has a shire town or county seat.

The importance of the town, as such, in New England, particularly in Maine, is that it has managed to maintain a large measure of its pristine vitality and strength despite the incursions of strong state and federal governments and their tendency toward ever-increasing concentrations of power. Many so-called "federal aids" have menaced traditional concepts of "home rule," necessary as these "aid" programs have at times appeared to be, usually because they have not been adequately surrounded by restrictions upon the superior government.

Amid modern conditions, even municipal authorities often lose sight of the fact that the hope of American democracy lies at the "grass roots" of cities and towns. Many glibly make statements to this effect without reflecting what their own statements mean. Local leaders have even been known to step out gladly from under their natural responsibilities to avoid the hazard of political mistakes. The customary attitude under a paternalistic federal government very often becomes, "What federal grants will it be possible for us to obtain under this or that program?" The illusion is that the cities and towns are receiving something for nothing! Not the federal government is to blame, but the immaturity of thinking on the part of most citizens.

"We let the states pile new duties and responsibilities on us," said Donoh W. Hanks, Jr., assistant director of the American Municipal Association, in an address, October 26, 1950, at the annual convention of the Maine Municipal Association in Portland, "without giving us access to revenues to pay for them. We and the states stood idly by while the Federal Government usurped too many of the tax sources that ought to belong exclusively to the local governments. We put up with it so the United States could get more money to give us to do things we ought to be doing with our own funds that we don't have because the United States gets them to give back to us. It is a vicious cycle—a merry-go-round that goes faster and faster. . .

"We need a sweeping reform of federal-state-local fiscal relations to get off the federal-aid hook. . .

"We have a bill in the Senate introduced for us by 42 Senators, a record number I believe for the year, to establish a national commission of Senators, Representatives, and state and local officials, to advise Congress and the states as to areas of activity in which the United States as a whole ought to share the cost—that is, where there should be federal aid—and advise Congress to get out of certain fields of taxation which ought to be turned back to the states and local governments."

As a result of such philosophy, a strong movement has arisen in Maine to urge the state government to quit entirely the field of property taxation—a movement coinciding with a period when actual state government expenditures have been $1,247,000 in excess of revenues (1949-1950). The unfavorable balance, moreover, shows every indication of rising, rather than falling, as we go to press. Departmental requests for 1951 and 1952 make the picture look still more unbalanced. The general assumption is that governmental costs—federal, state and local—will mount in the future rather than decrease. Yet questionnaires submitted to different categories of the general public have indicated that practically no one desires any curtailment in services rendered by government. This is one of the dilemmas that Maine faces, and with which it is endeavoring to come to grips.

The very strength of the towns in Maine, linked with a popular feeling that their autonomy should be maintained, has been largely responsible for the increasingly widespread movement to induce the state government, as such, to withdraw from property taxation—a type of tax which has been historically adaptable to town life and has been particularly successful in the towns. Tax studies reveal that, of total tax revenues in Maine localities, 93 per cent come from the property tax, while, of total state-wide revenues of government, 11 per cent stem from this same source. At the state level, 76 per cent of all taxes come from property, other than those received from federal, city, town and county governments in the form of selective sales taxes on gasoline, tobacco, motor vehicle registrations and licenses, excise levies on beer, and liquor profits. The general feeling is that property is now taxed as heavily as it will stand, whether by the states or the municipalities.

Following are percentage figures representing the distribution of tax collections in Maine in 1949:

| Type of Tax | Federal | State | Local | Total |
|---|---|---|---|---|
| Property |  | 2.78 | 19.35 | 22.13 |
| Personal income | 27.73 |  |  | 27.73 |
| Corporate income | 19.55 |  |  | 19.55 |
| Auto registration, license |  | 2.87 |  | 2.87 |
| Liquor and tobacco | .20 | 5.91 |  | 6.11 |
| Amusement | .66 |  |  | .66 |
| Business | .99 | 2.59 |  | 3.58 |
| Gasoline tax |  | 5.87 |  | 5.87 |
| Employment taxes | 4.79 |  |  | 4.79 |
| Other | 3.46 | 1.31 | 1.94 | 6.71 |
| TOTALS | 57.38 | 21.33 | 21.29 | 100.00 |

Expenditures on local government are divisible as follows: Education, 31.33 per cent; highways, 15.56 per cent; protection, 12.83 per cent; other, 10.27 per cent; state tax, 9.03 per cent; welfare, 5.89 per cent; general government, 5.39 per cent; debt reduction, 3.69 per cent; county tax, 2.11 per cent; health, 1.5 per cent; recreation, 1.29 per cent; and interest, 1.11 per cent.

Sources of total local revenues, averaging out city, town, plantation and unorganized township receipts, are as follows: from property taxes, 75.58 per cent; from poll taxes, 1.22 per cent; from excise taxes, 4.5 per cent; from the state, 8.46 per cent; and from departmental earnings, 10.24 per cent. Considering taxes alone, local revenue from tax sources is divisible as follows: from property taxes, 92.9 per cent; from poll taxes, 1.5 per cent; and from excise taxes, 5.5 per cent.

With municipalities, like the state itself, needing more funds to continue successful operations, the suggestion naturally arises that towns and municipalities turn to new sources of revenue, other than the property tax, long their favorite and most successful source of income. Tax authorities suggest, however, that, before localities turn to other sources of tax revenue, the entire tax program—local and statewide—should be rationalized and common sense be brought into its operation. In other words, instead of the state receiving funds from property taxes and then redistributing funds to the localities for different forms of "assistance," the whole procedure of state assistance to localities should be re-examined before individual communities should be encouraged to adopt tax forms ill-adapted to local use, and historically less effective than property taxes as sources of revenue within the municipal framework.

"Local units of government are in desperate need of new sources of revenue," wrote Lawrence Lee Pelletier, Ph. D., assistant professor of government at Bowdoin College, in an "Author's Note" at the conclusion of his booklet, *Financing Local Government,* published by the Maine Municipal Association, in Hallowell, in 1948, "and intelligent opinion will crystallize eventually in some kind of program.

"We are establishing a new revenue system. We should look to the future and not be swayed wholly by expediency. We must create a flexible revenue system which will give full recognition to the wide variations in the fiscal capacities of cities and towns, and which will retain a substantial element of local responsibility. We must do something about the property tax, but any plan for the relief of the property taxpayer should consider the tax system as a whole, national, state, and local. Furthermore, we must not aggravate the regressive nature of our tax structure, nor must we complicate the already serious problem of overlapping taxation. Too many pails should not be filled from the same well; for while in the long run all taxes must be paid from income, it does make a considerable difference from whose income.

"It will not be easy to reform the revenue system of the State of Maine, but steps must be taken in this direction. Even with a broader state and local tax base, we may find that we cannot pay for all the services which we desire. But we can face that eventuality when we come to it. The first step is tax reform.

". . . Too much current discussion is solely on terms of new state levies, but if local government is to survive, consideration must be given as well to its revenue requirements. There is no substitute for local action and responsibility in levying taxes, and the Legislature and the people of Maine should not lose sight of this elemental fact."

It was Dr. Pelletier's suggestion that the intimate relationship and interdependence of state and local taxation with respect to each other be fully acknowledged, and that the state tax base be accordingly broadened by adoption of a combined income and sales tax to compensate for withdrawal from the property tax field for the relief of local governmental units. Where local administration might prove inadequate to finance requisite health, welfare, educational and highway maintenance standards, the state should, in his view, directly administer these phases of local assistance instead of extending grants-in-aid. A drastic revision of the system of grants-in-aid and shared taxes was recommended by Dr. Pelletier to provide more adequate and stable sources of revenue for services of statewide interest. Sooner or later he urged, the citizens would have to decide for what they were willing and able to pay.

Total state revenue from taxes in 1949 was divided thus:

| | | |
|---|---|---|
| Liquor and beer | $6,930,526 | 15.86% |
| City and town tax | 4,823,714 | 11.04 |
| Gasoline | 12,033,176 | 27.53 |
| Registrations and licenses | 5,887,541 | 13.47 |
| Public utilities | 2,770,543 | 6.37 |
| Cigarettes and tobacco | 5,170,388 | 11.83 |
| Other taxes | 6,094,369 | 13.94 |

While localities shared property taxes with the state government to help finance different "aid" programs, the state in turn, in 1949, was sharing some of its other tax receipts with localities to compensate them for loss from *ad valorem* taxes. Three state-collected levies were, in that year, being distributed to local governments as follows:

| | |
|---|---|
| Bank taxes | $233,685 |
| Railroad taxes | 21,906 |
| Telephone and telegraph taxes | 38,259 |

Shared taxes, from the municipal point of view, although less stable than state grants-in-aid, usually have one great advantage—namely, that no strings are attached to moneys received. There are no earmarkings. There is full freedom from state control.

Extensive study in many quarters led to appointment of the Maine Tax Revision Committee, whose *Final Report,* submitted to Governor Frederick G. Payne on September 26, 1950, included the views of a special sub-committee on local government. This *Final Report* pointed out five basic facts: (1) That an adequate and equitable fiscal program cannot, under our federal system, be devised in terms of any one government; (2) that the trend of governmental costs in Maine is upward as in other states; (3) that the state is currently spending beyond its receipts; (4) that increased taxes must come despite rising governmental costs; and (5) that difficulties are involved in trying to rely on present tax sources for any substantial further increases in revenue.

The recommendations contained in that report were:

1. If the Legislature should decide that substantial increase in taxation was needed for state revenue, such an increase should be provided through (a) a sales tax, with food exempted, (b) a personal income tax, or (c) a combined income-sales tax.

2. All vehicles owned and operated by the state and its political subdivisons should be exempt from the gasoline tax.

3. Strict enforcement of motor vehicle weight laws should be initiated, in as much as load is an important factor in road maintenance costs.

4. In regard to the property tax, (a) all intangibles and personal househould property should be exempt; and (b) administration of the tax should be improved. If the Legislature should adopt a new major tax, all revenue from property taxes in organized districts should go to the support of local government; and, if such a reform should be accomplished, the state should assign to local governments some of the services it has performed in the past, or else the local governments should reduce property tax rates. Local governments should also forego the poll tax if the Legislature should adopt a sales tax or a combined sales and income tax.

5. The Legislature should authorize and provide funds for establishment of a special committee of tax experts to make suggestions covering numerous technical aspects of the tax system, members of the committee to be appointed by the Governor, who should also designate the committee chairman.

Out of the tax muddle in Maine, one source of hope gleamed forth late in 1950—namely, that the Legislature would at least examine the whole tax structure in quest of a basic tax philosophy in keeping with present-day conditions and trends. As we go to press, the distinct possibility exists that, out of the investigation that must come about, some Legislature may in the relatively near future evolve decisions that will form a precedent for tax revision on a vastly broader scale throughout the nation, wherever, tax-wise, all is not well.

# CHAPTER XVII

## *Literature and Library Development*

MAINE, with its fascinating history, its scenic beauties, its living close to nature, and the rising tide of its economic fortunes since its settlement, has inspired an amazing volume of literary effort for nearly 200 years. Whether for educational and informational utility, for delineation of nature's beauty and abundance, or humanity's nobility and perverseness, for artistic idealism, or for relaxing entertainment, the scope of Maine's inspiration to her authors seems virtually limitless. The great and near-great, the mediocre and the unknown—all have poured out their hearts and minds in every vehicle which has carried the written or printed word. And the stream swells on unabated, even has risen steadily in recent years, as witness the growing number of volumes on Maine themes accepted by leading publishers during the past 20 years.

Along with the expansion of education and the almost universal literacy which have had vital roles in Maine's development, appreciation of literature and community use of library facilities also has increased notably, until, today, libraries are located in nearly all town and city centers of the State, their current utilization depending to a great extent on the imaginativeness of their programs. A more detailed resumé of library development in Maine is given near the close of this chapter.

To view literary developments in Maine with some comprehension, both as to direction and volume, one must refer constantly to the ever-unfolding, colorful "story of Maine." In this perspective, Maine's history embodies the evolution of its material physique, the life of its prehistoric people and Indians, the romance of exploration and early settlement, the hardihood of lumbermen and seafarers, the faith of farmers and fisherfolk, the achievements of industrial builders and developers, the vision of statesmen, educators, artists and religious leaders. The heritage of all is part of the composite Maine character today—proud of a noble and fruitful past, innately courteous and cautiously hospitable, moderate with the ingrained consciousness of maturity, unhesitant in pioneering and unafraid of the burdens of toil in a worthwhile cause. These are some of the major facets exposed in a review of Maine literature to the present day.

Probably no author in Maine's history sums up, in breadth and depth and height, the development of the literary art in Maine more than does Robert P. Tristram Coffin, Pierce Professor of English at Bowdoin College. Poet, essayist, biographer, novelist, historian, illustrator, lecturer and text writer, Coffin's work has flowered in the past 30 years into nearly two score major efforts, published or delivered, in the above categories. No other Maine author has ever compiled such a record, which is, happily, still unfinished. Product of a Maine saltwater farm and a red-brick country schoolhouse, Coffin studied at Bowdoin, Princeton and Oxford, where he was a

Rhodes Scholar just before and after his two years in World War I. After teaching for some time at Wells College in upstate New York, he returned to Bowdoin, where he holds his present honored post. America recognizes him as one of her outstanding authorities on modern poetry.

Known best at first as a poet, Coffin's essays of recent years have brought him the widest national popularity. These latter include: *Apples By The Ocean* (1950); *Maine Doings* (1950); *Coast Calendar* (1949); *Christmas In Maine* (1948); *Yankee Coast* (1947); *Mainstays of Maine* (1944); *Book of Uncles* (1942); *An Attic Room;* and *Book of Crowns and Cottages.* In 1948, the *American Mercury* printed his *State of Maine,* a classic rebuttal of British historian Toynbee's blithe dismissal of the Pine Tree State as "a museum piece—a relic of Seventeenth Century New England inhabited by woodsmen and watermen and hunters . . . Maine today is at once one of the longest-settled regions and the least urbanized and sophisticated."

*"English Lit" Al Fresco Under the Bowdoin Elms With Professor Robert P. Tristram Coffin*

But what nettled Coffin—and other Maine people—most, and brought out his sharpest wit, was Toynbee's passage on the cause of it all:

> "How is this contrast between Maine and Massachusetts to be explained? It would appear that the hardness of the New England environment, which stands at its optimum in Massachusetts, is accentuated in Maine to a degree at which it brings in diminishing returns of human response."

In his highly adequate answer in the *American Mercury,* reprinted in the *Maine Pine Cone* for Autumn, 1948, Coffin noted that Maine "does not claim leadership in economics, culture, crime, or anything else. Moderation is almost our only unbroken state law . . . Older than Massachusetts in its first settlement, deeply New England in its virtues and vices, houses, barns, thrift and sharp-cornered individualism, Maine figures less than any of the other New England states in national publicity and in the history textbooks. It is the state of litotes, understatement, reticences, and mistrust of bandwagons, loud-speakers and campaigns for establishing righteousness by acts of legislature. Most of our adages are ones calculated to caution people, to take the wind out of big sails—our own included—and to look at a horse at both ends. We have been slower than other states at buying gold bricks, subscribing to new deals, or improving our neighbors' morals. We have had quite enough to do keeping our own morals shipshape and up to scratch."

As for Maine's place in history, Coffin noted that "we have trusted in monuments too little and in little boys and girls too much to bulk large historically." Maine's history, he pointed out, is in Ohio, Indiana, Illinois, Michigan, Wisconsin, Oregon and Washington, since Maine "helped many states to get on their feet and make a good start. Every third or so of the pioneer families in those states hailed from Maine." Coffin's essay on the subject served to give Toynbee and a wide circle of American readers a concise *History of Maine,* stretching from coast to coast, border to border and around the Seven Seas.

Coffin's published poetry volumes include: *Christchurch, Dew and Bronze, Golden Falcon, The Yoke of Thunder, Ballads of Square-Toed Americans, Strange Holiness, Saltwater Farm, Maine Ballads, Collected Poems, There Will Be Bread and Love, Primer for America, Poems for a Son with Wings, People Behave Like Ballads* and *One-Horse Farm.* His flyer into history was the classic *Kennebec: Cradle of Americans,* in the Rivers of America Series (1937). His novels include: *Red Sky in the Morning* (1935); *John Dawn* (1936); and *Thomas-Thomas-Ancil-Thomas.* His biographies include: *Laud: Storm Center of Stuart England; The Dukes of Buckingham; Portrait of an American* (the author's father); *Captain Abby and Captain John;* and *Lost Paradise* (an autobiography to the author's twelfth year). Textbooks include: *A Book of Seventeenth-Century Prose;* and *Seventeenth Century Prose and Poetry* (with A. M. Witherspoon). Published lectures include: *Third Hunger and the Poem Aloud* (1949). In his recent works, Coffin has been illustrating some of them with his own pen-and-ink sketches.

In the popular fiction field, Kenneth Roberts of Kennebunkport has probably attained more national fame than any other contemporary Maine author, several of his works of the past two decades becoming "Book of the Month Club" selections. Specializing in Maine background, especially of the Revolutionary War era, Roberts' best-sellers have included *Arundel, March to Quebec, Trending Into Maine, Rabble in Arms, I wanted to Write, Lydia Bailey* and, in

1951, *Henry Gross And His Dowsing Rod,* which is causing a controversy because of the Biddeford man's amazing ability as a water-diviner.

Also in contemporary national fame as a fiction writer is Ben Ames Williams of Searsmont, whose *The Strange Woman* (1945) is based on Bangor of the roaring lumbering era and made into a hit motion picture. Williams' other works include: *Owen Glen* (1950); *Fraternity Village* (1949); *Leave Her To Heaven* (1944); *Hostile Valley* (1934); *The Happy End* (1932); *Mischief; Pascal's Mill and Honeyflow.* Coffin, Roberts and Williams also are frequent contributors to national magazines. Roberts was a special feature writer for the *Saturday Evening Post,* founded by Cyrus H. K. Curtis, Portland native and Camden summer resident, under the noted editorship of George Horace Lorimer. Booth Tarkington, late summer resident of Kennebunkport, is credited by Roberts with counselling him on several of his works. Tarkington's schooner studio, the Regina, was a favorite haunt of the authors up to the time of the latter's death in 1948. The Maine scene also is credited with having influenced some of Tarkington's writings, as he summered at Kennebunkport for many years, as did also the late Margaret Deland.

Among contemporary Maine women fiction writers, the more prominent include Gladys Hasty Carroll, Mary Ellen Chase, Elizabeth Jane Coatsworth, Miriam Colwell, Rachel Lyman Field, Margaret Flint Jacobs, Elizabeth Foster, Ruth Moore, Elisabeth Ogilvie, Louise Dickinson Rich, Eleanor Mayo and Adelyn Bushnell. Their works include:

Carroll: *Christmas Without Johnny* (1950); *West of the Hill* (1949); *As The Earth Turns* (1942); *While The Angels Sing* (1947); *Dunnybrook* (1942); *Head of the Line* (1942); and *A Few Foolish Ones* (1935).

Chase: *Abby Aldrich Rockefeller* (1950); *The Plum Tree* (1949); *Windswept* (1941); *Silas Crockett* (1935); *Uplands* (1935); *Mary Peters* (1934); and *The Silver Shell* (1930).

Coatsworth: *Dollar for Luck* (1951); *The Enchanted* (1951); *The Wonderful Day* (1946); *Captain's Daughter* (1950); *Thief Island* (1943); *Houseboat Summer* (1942); *Five Bushel Farm* (1939); *Here I Stay* (1938); *Alice-All-By-Herself* (1937); *Door to the North* (1950); and *Night and the Cat* (1950), a collection of her poems, and *The Creaking Stair* (1949), also poems.

Colwell: *Day of the Trumpet* (1947); and *Wind Off The Water* (1945).

Field: *Time Out of Mind* (1935).

Jacobs: *Enduring Riches* (1942); *Down The Road a Piece* and *October Fires* (1941); *Back o' the Mountain* (1940); *Breakneck Brook* (1939); *Deacon's Road* (1938); and *The Old Ashburn Place* (1936).

Foster: *The House At Noddy Cove* (1949); *The Islanders* (1946); *Dirigo Point* (1944); and *Singing Beach* (1941).

Moore: *Candlemas Bay* (1950); *The Fire Balloon* (1948); *Spoonhandle* (1946); and *The Weir* (1943).

Ogilvie: *My World Is An Island* (1950); *Rowan Head* (1949); *The Ebbing Tide* (1947); *Storm Tide* (1945); and *High Tide at Noon* (1944).

Rich: *My Neck of the Woods* (1950); *Start of the Trail* (1949); *Happy The Land* (1946); and *We Took to the Woods* (1942).

Mayo: *October Fire* (1951); *Loom of the Land* (1946); and *Turn Home* (1945).

Bushnell: *Pay The Piper* (1950); *Rock Haven* (1948); and *Tide-Rode* (1947).

In addition to the above works, many of which reached the national best-seller ranks, Maine authors of the past two decades have produced a host of works influenced, to a greater or lesser extent, by the Maine inspiration. These are of fictional, historic, biographical or descriptive interest, or may combine various such elements. The following list is submitted as combining the most extensive compilations available:

Adshead, Gladys L.: *Casco* (1943).

Athas, Daphne: *The Weather of the Heart* (1947).

Averill, Gerald: *Ridge Runner* (1948).

Bartlett, Stanley F.: *Beyond the Soudyhunk* (1937).

Barry, William E.: *A Stroll Through the Past* (Kennebunk) (1933).

Beale, Will: *Who Eat Up My People* (1949).

Beston, Henry: (editor) *White Pine and Blue Water* (1950); also, *Northern Farm, The St. Lawrence River, American Memory,* and *The Outermost House.*

Bixler, Julius Seelye: *Faith, The Fulfillment of Reason* (1951).

Blanchard, Grace: *Island Cure* (1922).

Brace, Gerald Warner: *The Islands* (1936); and *A Summer's Tale* (1949).

Bradshaw, Marion: *The Maine Scene* (1947); *The Nature of Maine* (1944); and *The Maine Land* (1941).

Buxton, Henry: *Assignment Down East* (1938).

Chamberlain, Samuel: *The Coast of Maine* (1941).

Citrin, Michael: *The Maine Sketchbook* (1937).

Copp, Irva Farnham: *Not Unto Ourselves Alone* (1949).

Crankshaw, Mabel: *Homespun Yarns of Maine* (1942).

Cross, Genevieve: *The Fawn and the White Mountain Express* (1950).

Davis, Harold A.: *International Community on the St. Croix* (1950).

Dietz, Lew: *Jeff White, Young Trapper* (1951) and *Jeff White, Young Woodsman* (1949).

Doucette, Earle: *Fisherman's Guide to Maine* (1951).

Etnier, Elizabeth: *On Gilbert Head, Maine Days* (1937).

Gibb, George Sweet: *Saco-Lowell Shops* (1950).

Gould, Franklin F.: *A Maine Man in the Making* (1950).

Gould, John: *And One To Grow On* (1949); *The House That Jacob Built* (1947); and *The Farmer Takes A Wife* (1945).

Gould, Ralph: *Yankee Boyhood* (1950); *Yankee Drummer* (1947); and *Yankee Storekeeper* (1946).

Graham, Elinor: *My Window Looks Down East* (1951); *Maine Charm String* (1946); and *Our Way Down East* (1943).

Hale, Agnes Burke: *So Wise So Young* (1935).

Hall, Chenoweth: *The Crow on the Spruce* (1946).

Hallet, Richard M.: *Foothold Of Earth* (1944).

Hamlin, Helen: *Pine, Potatoes and People* (1948); and *Nine Mile Bridge* (1945).

Hasenfus, Nathaniel J.: *More Vacation Days In Maine* (1949) and *We Summer in Maine* (1946).

Hatch, Preble D. K.: *Don't Shoot The Bill Collector* (1950).

Hawk, Z. William: (compiler) *Stone Sloops of Chebeague* (1949).

Hochstadter, Mary: *Island Summers* (1940).

Hoffman, Paul: *Country Christmas* (1941).

Hood, Margaret Page: *Tequila* (1950).

Hinshaw, David: *Rufus Jones, Master Quaker* (1951).

Howells, John Mead: *The Architectural Heritage of the Piscataqua* (1937).

Hueston, Ethel: *Coasting Down East* (1924).

Ingles, James Wesley: *A Woman of Samaria* (1949).

Jennison, Keith W.: *The Maine Idea* (1943).

Jones, Herbert G.: *Sebago Lake Land* (1949); *The Isles of Casco Bay* (1946); *Maine Memories* (1940); and *I Discover Maine* (1937).

Kelly, Eric Philbrook: *Amazing Journey of David Ingram* (1949).

Knowlton, Edward R.: *Beach Patrol* (1943).

Laws, Edythe A.: *Clem Clam* (1950).

Loomis, Alfred E.: *Ranging the Maine Cost* (1939).

Lord, Phillips Haynes: *Uncle Hosie, the Yankee Salesman* (1930).

Loring, Emilie (Baker): *I Hear Adventure Calling* (1948); *Where Beauty Dwells* (1941); *Give Me One Summer* (1936); and *Hilltops Clear* (1933).

MacMillan, Miriam: *Etuk, the Eskimo Hunter* (1950).

MacDougall, Arthur R., Jr.: *Doc Blakesley, Angler* (1949); *Where Flows The Kennebec* (1948); *Under A Willow Tree* (1946); *Dud Dean and His Country* (1946); *If It Returns With Scars;* and *Far Enough For All The Years* (poems) (1948).

Matthews, Edward A.: *Horse and Buggy Days* (1950).

McIntire, Marguerite (Pearman): *Carey Brown* (1942); *Heaven's Dooryard* (1940); and *Free and Clear* (1939).

McKenney, Lewis: *The North Woods* (1936); and *Memories of Maine* (1934).

Megquier, Mary Jane: *Apron Full of Gold* (1949).

Mitchell, Edwin V.: *It's An Old State of Maine Custom* (1949); *Anchor To Windward* (1940) and *Maine Summer* (1939).

Muir, Emily: *Small Potatoes* (1940).

Neal, R. M.: *High Green And Bark Peelers* (1950).

Nelson, Florence A.: *Lest We Forget* (1949).

Nielson, Edwin Otis: *Sketch Book of Maine* (1949).

Nile, Le Roy: *Tales of the Rangeley Lakes* (1948); and *Kennebago Summer* (1947).

Nutting, Wallace: *Maine Beautiful* (1924).

Olmstead, Carolyn and Margaret: *Penobscot Bay Treasures* (1950).

Packard, Aubigne Lermond: *The Town That Went to Sea* (1950).

Palmer, Ralph S.: *Maine Birds* (1950).

Patterson, Arthur W.: *Redcoats at Castine* (1938).
Perkins, Virginia Chase: *The American House* (1944).
Pottle, Frederick A.: *Boswell's London Journal 1762-1763* (1950).
Prouty, Olive: *Home Port* (1947).
Richmond, Bernice N.: *Our Island Lighthouse* (1947); *Right As Rain* (1946); and *Winter Harbor* (1943).
Robbins, William L.: *From My Window* (1943).
Robinson, Gertrude: *The Sign of the Golden Fish* (1949); *Robben* (1938); and *White Heron Feather* (1930).
Shea, Margaret H.: *Tavern In the Town* (1948).
Shelton, Alfred C.: *Down to the Sea In Maine* (1942).
Smith, Alta L.: *As Maine Goes* (1948); and (with Esther J. Dunham) *The Maine Calendar* (1950).
Smith, George O.: *''Maine the Outpost State''* (1935). National Geographic.
Smith, Marion Jacques: *History of Maine* (to 1820) (1949).
Smith, Robert: *Hotel On The Lake* (1943).
Sperry, Willard L.: *Summer Yesterdays In Maine* (1941).
Stanton, William Arthur: *The Awakening of India* (1950).
Sterling, Robert L.: *Lighthouses of the Maine Coast* (1935).
Stiles, Dan: *Land of Enchantment* (1945).
Sawyer, Ruth: *Gallant, the Story of Storm Veblen* (1936); and *The Year of Jubilo* (1940).
Tarkington, Booth: *Mary's Neck* (1932); and *Mirthful Haven* (1930).
Teg, William: *Almuchicoitt* (1950).
Tibbott, F. M.: *Simon Hastings* (1942).
Tolman, Albert W.: *Jim Spurling series.*
U. S. Federal Writers Project: *Maine, a Guide Down East* (1937).
Varney, Anne Pepper: *Annie of Grassie Lea* (1950).
Verrill, Alpheus H.: *Romantic and Historic Maine* (1933).
Wallace, John: *Village Down East* (1943).
Wallace, Willard M.: *Appeal to Arms* (1951).
Wasson, Mildred Coes: *The Everlasting Harpers* (1929).
Weston, Christine: *The World Is A Bridge* (1950) and *Be Thou The Bride* (1940).
Wheatland, Florence S.: *My Island Home* (1926).
Wilson, Charles Morrow: *Aroostook, Our Last Frontier* (1937).
Wilson, Dorothy Clarke: *Prince of Egypt* (1949).
Wilson, W. N.: *Along the Maine Coast* (1947).
Willoughby, Malcolm F.: *Lighthouses of New England* (1929).
Woodman, Charles M.: *Quakers Find A Way* (1950).

History and descriptive texts often are wedded in the many volumes of general, special and local historical works on Maine, of which the first half of the present century has seen a mounting number. While it is not claimed that the following list of works in this category is entirely complete, it does represent an extensive compilation from several sources. The Maine Historical Society in Portland, the Maine State Library at Augusta and the Bangor and Portland Public Libraries at present contain the most extensive collections of Maine historical volumes and documents, with regional and topical specialization present in many of the various local libraries throughout the State. There has been no comprehensive bibliography on Maine published since Williamson's monumental work in 1896, but the above principal repositories will be found to contain most of the following historical-descriptive works:

Allen, Charles: *History of Dresden, Maine* (1931).
Allen, Mildred S.: *Deer Isle's History* (1934).
Bacon, George: *Calais, Eastport and Vicinity* (1892).

(Courtesy Myrtle E. Fullen, Librarian)

***Walker Memorial Library, Westbrook***

Banks, Charles E.: *History of York, Maine,* 2 vols. (1931-35).

Baxter, James Phinney: *Collected Addresses* (1877-1920); *A Memoir of Jacques Cartier* (1906); *Greatest of Literary Problems, the Authorship of the Shakespeare Works,* (1915); *The Pioneers of New France in New England* (1894); *The Trelawny Papers* (1884); *George Cleeve of Casco Bay* (1885); also edited many works for the Maine Historical Society and wrote many magazine articles, poems and pamphlets.

Beedy, Helen Coffin: *Mothers of Maine* (1895).
Belmore, Bruce W.: *Early Princeton, Maine* (1945).
Bisbee, Ernest E.: *The State O'Maine Scrapbook* (1940).
Blanding, Edward M.: *The City of Bangor* (1899).
Bonsfield, Lillie S.: *Our Island Town* (Bar Harbor) (1941).
Brooks, Annie Peabody: *Ropes' Ends* (Kennebunkport) (1901).

Burrage, Henry S.: *The Beginnings of Colonial Maine* (1914); *Gorges and the Grant of the Province of Maine* (1923); *Maine at Louisburg* (1910); and *Maine in the Northeastern Boundary Controversy* (1919).

Butler, Francis G.: *History of Farmington, Maine* (1885).

*Buxton, Maine: The 150th Anniversary of* (1926).

Chadbourne, Walter W.: *A History of Banking in Maine, 1799-1930* (1936).

Caswell, Mina Holway: *Ministry of Music* (William Rogers Chapman) (1938).

Chase, Edward E.: *Maine Railroads* (1926).

Coe, Harrie Badger: *Maine, A History; Resources, Attractions and Its People* (1928-1931), 5 vols.

Colesworth, Daniel C.: *Chronicles of Casco Bay* (1850).

Cole, Alfred: *History of Buckfield* (1915).

Collins, Charles W.: *The Acadians of Madawaska, Maine* (1902).

Crowninshield, Mary B.: *All Among The Lighthouses* (1885).

Daggett, Windsor: *A Down-East Yankee from the District of Maine* (1920).

Davis, Albert H.: *History of Ellsworth, Maine* (1927).

Dole, Nathan H.: *Maine of the Sea and Pines* (1928).

Dole, Samuel T.: *Windham In The Past* (1916).

Dorr, George B.: *Acadia National Park* (1948).

Drake, Samuel Adams: *The Pine-Tree Coast* (1891).

Dunnack, Henry E.: *The Maine Book* (1920); *Manual of Maine Government* (1921); and *Maine Forts* (1924).

Eaton, Cyrus: *Annals of the Town of Warren* (1877); and *History of Thomaston, Rockland and South Thomaston* (1865).

Eckstrom, Fannie Hardy: *The Penobscot Man* (1924); *Handicrafts of the Modern Indians of Maine* (1932); and *Indian Place Names of the Penobscot Valley and the Maine Coast* (1940).

Edwards, George T.: *Music and Musicians of Maine* (1928).

Elkins, L. Whitney: *The Story of Maine: Coastal Maine* (1924).

Elwell, Edward H.: *Portland and Vicinity* (1876).

Emery, Edwin: *History of Sanford* (1924).

Erskine, Robert J.: *The Gardiner Story,* 1849-1949 (1949).

Fellows, Dana W.: *History of the Town of Lincoln* (1929).

Fisher, Lewis B.: *The Story of a Down East Plantation* (1941).

French, William R.: *History of Turner, Maine* (1887).

Ganong, William F.: *Ste. Croix (Dochet) Island* (1945).

Gay, Maude Clark: *Five Women* (1930).

Godfrey, John E.: *The Annals of Bangor* (1882).

Gordon, Ernest: *The Maine Law* (1919).

Goold, William: *Portland in the Past* (1886).

Greene, Francis B.: *History of Boothbay, Southport and Boothbay Harbor,* 1623-1905 (1906).

Griffin, Joseph: *History of the Press of Maine* (1872).

Hale, Richard W.: *The Story of Bar Harbor* (1949).

Hale, Robert: *Early Days of Church and State in Maine* (1910).

Hanson, John W.: *History of Gardiner, Pittston and West Gardiner* (1852).

Hatch, Louis C.: *Maine, A History,* 3 vols., American Historical Society (Lewis) (1919).

Hatch, William C.: *History of the Town of Industry* (1893).

Hay, Walter G.: *Thru Maine By Camera.*

Haynes, William: *Casco Bay Yarns* (1916); and *Idle Island* (1927).

Hempstead, Alfred G.: *The Penobscot Boom* (log driving on West Branch) (1931).

*History of Cumberland County, Maine* (1880).

Hoar, Joel S.: *Pioneer Days of Rangeley, Maine* (1928).

Holmes, Herbert E.: *The Makers of Maine* (1912).

Hormell, Orren C.: *Maine Towns* (1932); and *Sources of Municipal Revenue In Maine* (1918).

Houghton, Vinal A.: *The Story of an Old New England Town* (1926).

Jenney, Charles F.: *The Fortunate Island of Monhegan* (1922).

Johnson, Walter H.: *Bi-Centennial History of Gorham, Maine* (1936).

Johnston, John: *A History of the Towns of Bristol and Bremen* (1873).

Jones, Herbert G.: *Old Portland Town* (1938).

Kaler, James Otis: *Geography of Maine* (1910).

Kennebunk, Maine: *Old Ship Portraits of Kennebunk* (1942).

Kennedy, Sparock H.: *Why Leave Home?* (1938).

Kilby, William H.: *Eastport and Passamaquoddy* (1888).

King, W. L.: *Melville West Fuller, Chief Justice* (1950).

Kittery, Maine: *Old Kittery* (300th anniversary) (1947).

Lapham, William B.: *History of Bethel* (1891); and *History of Rumford* (1890).

Lawrence, Benjamin F.: *History of Jay* (1912).

Lawton, R. J.: *Franco-Americans of the State of Maine* (1915).

Leighton, Oscar: *Ninety Years at the Isles of Shoals* (1930).

Lewis Historical Publishing Co.: *Genealogy of Maine* (1923).

Liberty, Maine: *The Town of Liberty* (1927).

Lincoln, E. J.: *Benjamin Runs Away.*

Litchfield, Maine: *History of Litchfield* (1897).

Little, George T.: (compiler) *Genealogical and Family History of the State of Maine* (1909).

Littlefield, Ada D.: *An Old River Town, Winterport* (1907).

Locke, John S.: *Shores of Saco Bay* (1880).

Long, Charles A.: *Matinicus Isle* (1926).

Loomis, Charles D.: *Port Towns of Penobscot Bay* (1922).

Lubbock, Alfred B.: *The Down Easters* (1929).

MacAlister, Lorimer W.: *Chronicles of Cape Porpoise and Kennebunk-Port* (1949).

MacDonald, William: *The Government of Maine: Its History and Administration* (1902).

McArthur Library, Biddeford: *Stories and Legends of Old Biddeford* (1945-46).

Maine Federation of Women's Clubs: *Maine In History and Romance* (1915); *The Trail of the Maine Pioneer* (1916).

Maine Historical Society: *Documentary History of the State of Maine,* 24 vols., (1869-1916).

Maine Writers' Research Club: *Maine Past and Present* (1929); *Just Maine Folks* (1924); *Maine, My State* (1919); *Historic Churches and Homes of Maine* (1937).

Mantor, Agnes P.: *Our State of Maine* (1933).

Merrill, Georgia D.: *History of Androscoggin County* (1891).

Montford, Julia A. D.: *Witch Trot Land* (York County) (1937).

Moorehead, Warren K.: *A Report on the Archaeology of Maine* (1922); *Ten Years of Archaeological Research in the State of Maine.*

Moulton, Alphonso: *Centennial History of Harrison, Maine* (1909).

Moulton, Augustus F.: *Maine Historical Sketches* (1929); *Portland By The Sea* (1926); *Grandfather Tales of Scarborough* (1925); *Memorials of Maine; A Life Record of Men and Women of the Past* (1916).

Mower, Walter L.: *Sesquicentennial History of the Town of Greene* (1938).

Miller, Samuel L.: *History of the Town of Waldoboro* (1910).

Murchie, Guy: *Saint Croix; The Sentinel River* (1947).

Nason, Emma H.: *Old Hallowell on the Kennebec* (1909); *Old Colonial Houses in Maine* (1908).

Newell, William S.: *Shipbuilding in Maine* (1938).

New Sweden: *The Story of New Sweden, Maine* (1896).

North, James W.: *The History of Augusta* (1870).

Norwood, Seth W.: *Sketches of Brooks History* (1935).

Old Times in North Yarmouth: magazine, 8 vols. (1877-84).

Owen, Henry W.: *The Edward Clarence Plummer History of Bath* (1936).

Plummer, Edward C.: *True Tales of the Sea* (1930); *Reminiscences of a Yarmouth Schoolboy* (1926).

Parker, Arlita: *A History of Pemaquid* (1925).

Proper, Ida S.: *Monhegan, the Cradle of New England* (1930).

Rice, George W.: *The Shipping Days of Old Boothbay* (1938).

Richardson, John M.: *Steamboat Lore of the Penobscot* (1941), revised (1950).

Robinson, Revel: *History of Camden and Rockport* (1906).

Rowe, William H.: *Maritime History of Maine* (1948); *Ancient North Yarmouth and Yarmouth, Maine* (1937); *Shipbuilding Days in Casco Bay* (1929); *Shipbuilding Days and Tales of the Sea in Old North Yarmouth* (1924).

Sawtelle, William O.: *Historic Trails and Waterways of Maine* (1932).

Scales, John (editor): *Piscataqua Pioneers, 1623-1775* (1919).

Sherman, Charles P.: *The Falmouth Massacre in 1676* (1942).

Shipbuilding: *Souvenir of 300th Anniversary of* (1907).

Small, Herman W.: *History of Swan's Island, Maine* (1898).

Smith, W. B.: *The Lost Red Paint People of Maine* (1930); *Indian Remains of the Penobscot Valley* (1926).

Spencer, Wilbur D.: *Maine Immortals* (1932); *Pioneers on Maine Rivers* (1930).

Sprague, John E.: *Maine, One Hundred Years, 1820-1920* (1920); *Sprague's Journal of Maine History* (pub. to 1926); *Sebastian Rasle, A Maine Tragedy of the Eighteenth Century* (1906).

Stackpole, Everett S.: *History of Winthrop* (1925).

Stanton, Gerrit S.: *Where the Sportsman Loves to Linger* (1905).

Starkey, Glenn W.: *Maine, Its History, Resources and Government* (Revised, 1947).

Street, George E.: *Mount Desert* (1905).

Starbird, Charles M.: *The Indians of the Androscoggin Valley* (1928).

Swett, Sophia M.: *Stories of Maine* (1897).

Sylvester, Herbert M.: *Maine Coast Romance,* 5 vols. (1905-09); *The Sokoki Trail* (1907).

Thompson, Margaret J.: *Captain Nathaniel Lord Thompson of Kennebunk, Maine* (1937).

Thoreau, Henry D.: *The Maine Woods* (1864 et sub.); *Canoeing in the Wilderness* (edited by Clifton Johnson, 1916).

Thurston, Florence G.: *Three Centuries of Freeport, Maine* (1940)

Thwing, Annie H.: *The Story of Orr's Island, Maine* (1925).

Varney, George J.: *Gazetteer of Maine* (1881); *A Brief History of Maine* (1890).

Walker, C. Howard: *Some Old House on the Southern Coast of Maine* (1918).

Walker, Ernest G.: *Embden Town of Yore* (1929).

Wasson, George S.: *Sailing Days on the Penobscot* (1932 and 1949).

Waterman, Charles E.: *A City on a Hill* (Paris Hill) (1931); *The Oxford Hills and Other Papers* (1929); *Wayne, Maine, History of* (1898).

Wheeler, George A.: *History of Brunswick, Topsham and Harpswell* (1878); *History of Castine, Penobscot and Brooksville, Maine* (1875).

Whitman, Charles F.: *History of Norway, Maine* (1924).

Whittemore, Edwin: *Centennial History of Waterville* (1902).

Williamson, Joseph: *History of the City of Belfast,* 2 vols. (1877-1913).

Williamson, William D.: *History of the State of Maine,* 2 vols. (1832).

Wilson, Granville P.: *Pioneers of the Magalloway* (1918).

Willoughby, Charles C.: *Prehistoric Burial Places in Maine* (1898).

Wood, Richard G.: *History of Lumbering in Maine, 1820-1861* (1935).

U. S. Federal Writers Project: *Maine, A Guide Down East* (1937); *Augusta-Hallowell on the Kennebec* (1940); *Portland City Guide* (1940).

In addition to the above listed works, various descriptive and specialized material on Maine also is found in the various booklets of the Maine Publicity Bureau and the Maine Development Commission (see Chapter Nine); publications of the Appalachian Trail Conference; the Bangor and Aroostook Railroad's annual *In The Maine Woods* (1900-42) and *Inside Northern Maine* (1949); the Maine Publicity Bureau's *Pine Cone* quarterly magazine; and various community and regional folders and booklets distributed by the Maine Publicity Bureau.

The most up-to-date book on Maine fishing is Earle Doucette's *Fisherman's Guide To Maine* (1951), while L. L. Bean of Freeport frequently revises his standard *Hunting, Fishing and Camping.* Older popular works on the same subject include Fred H. Clifford's *Haunts of the Hunted* (1903) and *In Pine-Tree Jungles* (1902); Walter C. Emerson's *The Latchstring to Maine Woods and Waters* (1916); and Gerrit S. Stanton's *Where the Sportsman Loves To Linger* (1905), a narrative of popular canoe trips. Gene Letourneau's *Secrets of Streamer Fly Fishing* (1947) is the first specialized book on that subject, while Robert O. Elliott's *The Eastern Brook Trout* stresses Maine's pre-eminence as a habitat of that species.

Geological works or treatises on Maine include various annual reports of the State Geologist, including Charles T. Jackson's surveys of the 1830s and C. H. Hitchcock's annual reports of 1860 and 1861. More modern works in this field include Leon H. Tebbetts' *The Amazing Story of Maine* (1935); *Geology of Maine* (1932), by Frederick W. Toppan; *Geology of the Pegmatities and Associated Rocks of Maine* (1911), by Edson S. Bastin; *Peat Deposits of Maine* (1909), by Bastin and Charles A. Davis; *The Granites of Maine* (1907), by Thomas N. Dale; and *The Fauna of the Chapman Sandstone of Maine* (1916), by Henry S. Williams and Carpel L. Breger.

Extensive lists of the flora and fauna of Maine are found in Stanley B. Attwood's *Length and Breadth of Maine* (1946); *Forests of Maine* (1932), by Austin H. Wilkins; *Maine Birds* (1949), by Ralph S. Palmer; *The Birds of Maine* (1908), by Ora W. Knight; *With the Birds In Maine* (1904), by Olive Thorne Miller; *Forest Trees of Maine* (1908), by Gordon E. Tower; *A Preliminary List of Maine Fungi* (1902), by Percy LeRoy Ricker; *The Portland Catalogue of Maine Plants* (1892), by Merritt L. Fernald; *The Grasses of Maine* (1875), by Charles H. Fernald; *Flora of Mount Desert Island* (1894), by Edward L. Rand and John H. Redfield; and *Ornamental and Useful Plants of Maine* (1875), by F. Lamson Scribner; and the annual reports and booklets of the Maine Department of Agriculture and the University of Maine Experimental Stations. Annual and specialized reports also are issued from time to time by the Department of Inland Fish and Game and the Department of Sea and Shore Fisheries.

## Literary Development

After a century of development in the Nineteenth Century, Maine literature was blossoming in the early part of the present century as fiction writers and poets of considerable stature continued to add to the impressive contributions being made by Maine to the American literary treasure. Elijah Kellogg (1813-1901), Harpswell minister, won the hearts of boys with his *"Elm Island"* series, whose heroes were from the Maine coast and islands. Included in his stories were: *Charlie Bell, the Waif of Elm Island* (1896); *The Boy Farmers of Elm Island* (1897); *Winning His Spurs* (1900); *A Stout Heart* (1910); and the *Whispering Pines* series, set at Bowdoin College. James Otis Kaler also wrote famous stories about the coast of Maine, including: *Jack, the Hunchback* (1892); *An Island Refuge* (1895); *Lobster Catchers* (1900); and *The Wireless Station at Silver Fox Farm* (1910).

Literary luminaries of the first quarter of the present century also included Charles Asbury Stephens (1844-1931) of Norway, who achieved fame as editor of *The Youth's Companion,* founded in Boston in 1827 by Nathaniel Willis (1780-1870), former editor of Portland's *The Eastern Argus,* Maine's first Democrat-Republican newspaper. *The Youth's Companion* had a run of nearly 100 years and was hailed as the "the most important single educational agency in America." Most of its editors were Maine men, and Maine writers appeared frequently in its pages. Stephens once estimated that he had written more than 3,000 stories for the magazine. His published books include: *My Folks In Maine, A Wildwood Romance, The Young Moose Hunters,* (1926); *Stories of My Home Folks* (1926); *Molly's Baby* (1924); *Haps and Mishaps* (1925); *A Busy Year at the Old Squire's, A Great Year of our Lives* and *When Life was Young.*

Laura E. Richards, author of *Captain January,* born in 1850, also continued popular with children and oldsters alike in her later years. Among her books are *Miss Jimmy* (1913); *Up to Calvin's* (1910); *The Wooing of Calvin Parks* (1908): *The Green Satin Gown* (1903); and *Narcissa* (1894). Holman Francis Day also was popular during this period with both ballads and fiction. Among the latter were: *Joan of Arc of the North Woods* (1922); *The Ramrodders* (1910): *The Skipper and the Skipped* (1911); *The Eagle Badge* (1908); and *Squire Phin* (1905). Clara Louise Burnham published two books in 1921, *Dr. Latimer, A Story of Casco Bay,* and *The Key Note.*

Kate Douglas Wiggin (1856-1923) achieved fame with *Rebecca of Sunnybrook Farm, The Birds' Christmas Carol* and other stories. Her *Old Peabody Pew* is given annually in dramatized form at the Tory Meeting House, Buxton Lower Corner. Rebecca Sophia Clarke (1833-1906) was the author of the *Dotty Dimple* and *Little Prudy* series and other books for young readers. Other Maine authors of the period include Arthur G. Staples, Lewiston editor and lecturer; Henry Johnson (1855-1918), Bowdoin professor and poet; Harriet Prescott Spofford (1835-1921); Henry Milner Rideout (1877-1927), *Beached Keels* and *Admiral's Light;* Lincoln Colcord, noted for his sea stories; Thomas Bird Mosher (1852-1923), editor of *The Bibelot,* a monthly, and many special editions of belles lettres; Elizabeth Jones Pullen (1849-1926), author of *Mr. Whitman* (1902); Augusta Hale Gifford (1842-1915), author of *Germany, Her People and Their Story* (1899) and *Italy, Her People and Their Story* (1905); Harrison Jewell Holt, author of *The Calendared Isles* (1910) and *Midnight at Mears House* (1912); Florence Brooks Whitehouse, author of *The God of Things* (1902) and *The Effendi* (1904); George Stuyvesant Jackson, compiler of *Early Songs of Uncle Sam* (1934) and author of *The Uncommon Scold* (1938); Helen Albee Prince, author of *Grandma's Album Quilt* (1936); and Maurice Gardner, author of *Son of the Wilderness* and *This Man* (1937).

Maine literature had its early beginnings after the establishment of the first printing presses in Maine, toward the close of the Eighteenth Century. From then until after the Civil War period, authorship increased rapidly and a constantly increasing number of Maine writers began to gain national and international reputations. One of the first of these was Sally Sayward Barrel, born at York in 1759 (d. 1855), who wrote under the pen names of ''A Lady of Maine'' and ''A Lady of Massachusetts,'' and ''Madam Wood,'' having married General Abiel Wood, a Revolutionary War veteran. *Tales of the Night* (1827), *Dorval, Amelia and Julia* were among her works and her goal was to develop an American style and use American locales, in line with a growing trend of that period. Seba Smith (1792-1868) founded Maine's first daily newspaper, *The Courier,* in 1829 in Portland and developed a satiristic style, which was carried to greater popularity by Artemus Ward (Charles Farrar Browne), a native of Waterford (1834-67). John Neal (1793-1876) further developed the ''Yankee'' style and was the first of this group to be published in British magazines. His works include: *Keep Cool* (1817); *Niagara,* a 3,000-line poem; *Logan, or The Mingo Chief* (1822); *Seventy-Six,* 3 volumes (1823); *Randolph* (1823); *Errata, Principles of Legislation* (1830); *Wandering Recollections of a Somewhat Busy Life* (1869); and *Portland Illustrated* (1874).

Sara Payson (Willis) Parton (1811-67) achieved fame as ''Fanny Fern'' and Nathaniel Parker Willis (1806-67) gained note as a poet, journalist and critic. Both were children of Nathaniel Willis, founder of *The Youth's Companian. The Portland Sketch Book,* compiled by Mrs. Ann S. Stephen, in 1830, included such authors as Neal, Longfellow, Seba Smith, James S. Otis, Edward Payson, Ashur Ware and Jason Whitman.

Three of the most outstanding Maine writers of the last century who achieved national fame were Jacob Abbott, Harriet Beecher Stowe and Sarah Orne Jewett. Abbott (1803-79) wrote nearly 200 books for young people, most popular of which were the *Rollo* series. His brother, John S. C. Abbott (1805-77) was a prominent teacher and historian. Harriet Beecher Stowe's *Uncle Tom's Cabin* fired the imagination of the Nation at the beginning of the Civil War era. Another of her popular books was *The Pearl of Orr's Island.* With *Deephaven,* Sarah Orne Jewett (1849-1909) began her delicate portrayal of rural New England life which endeared her to thousands of readers. Her *Country of the Pointed Firs* proved to be a milestone in the development of American literature based on local color.

## Maine in Poetry

From the earliest beginnings of Maine literary efforts, poetry and verse have been paramount media of published expression—and the tide still seems on the increase today. The well-springs of inspiration provided by the Pine Tree State even seem to have expanded over the years, as history piles record on record and the Maine scene and character become more firmly planted in generation after generation. Most of Maine's early authors also wrote verse and poetry and it is safe to say that more of each author's works were published in this media than others, one good reason being that verse and poetry generally are short in length, as compared with prose. The earliest newspapers and periodicals thus were well-larded with poetry and verse, carrying on the ancient popular traditions of minstrelsy and balladry into the printed word. Printed sheets of ballads, known as "broadsides," were printed by the thousands and soon bound volumes of poetry and verse appeared.

One of the earliest of these was *The Amaranth,* by Eliza S. True and another was *The Village,* by Enoch Lincoln, later to be Governor of Maine, both published in 1816. Thomas Shaw of Standish was one of the earliest ballad sheet authors. MacDonald Clarke (1798-1842) was born at Bath and became known as "the mad poet" before his death in asylum poverty. He was a contemporary of and was aided by the Willis children. John Neal and Nathaniel Deering (1791-1881) also used poetry and verse extensively.

Henry Wadsworth Longfellow (1807-1882), was the most famous of early Maine poets and his works still are children's standard classics today. Educated at Bowdoin College, where he was a classmate of Nathaniel Hawthorne, Longfellow later was Bowdoin librarian for six years, 1829-35, after which he became professor of modern languages at Harvard, from 1836 to 1854. An admirer of Dante, Byron and Germanic and Scandinavian poets, his works showed their influences. His first offering was printed in the *Portland Weekly Gazette* in 1820, *The Battle of Lovewell's Pond,* and drew considerably local literary criticism. But, in 1839, his *Voice of the Night* included *A Psalm of Life,* and Longfellow was on his way to fame. The same year saw the publication of *Hyperion.* His popular poems of these years included: *The Reaper, Excelsior, The Wreck of the Hesperus.* Then came *Evangeline, A Tale of Acadia; The Song of Hiawatha; The Courtship of Miles Standish;* and *Tales of a Wayside Inn,* all of which brought him still wider popularity and fame. *My Lost Youth, Keramos* and *The Rope Walk* all pictured familiar scenes of his childhood.

John Greenleaf Whittier also used much Maine material in his ballads, such as *The Dead Ship of Harpswell* and *Maud Muller.*

One of the most famous poems of the Civil War era was *Rock Me To Sleep, Mother,* written by Elizabeth Akers (1832-1911), wife of Benjamin Paul Akers, the sculptor. She also had a published volume, *Forest Buds.* Caroline Dana Howe (1820-1907), is best known for her *Leaf by Leaf the Roses Fall* and more than thirty of her poems have been set to music. Elizabeth Jones Pullen also wrote verse and sketches as did Nathan Hasekll Dole (1852-1935).

Latter day Maine poets reflecting the strength of character and beauty of the Pine Tree State in their works include Edwin Arlington Robinson (1869-1935), who grew up in Gardiner; Edna St. Vincent Millay, born in Rockland; Robert P. Tristram Coffin (*supra*); Wilbert Snow, of Spruce Head; Harold Vinal of Vinalhaven; Harold Trowbridge Pulsifer of East Harpswell; and Edward Clarence Farnsworth.

Holman Francis Day is one of the best known of the modern Maine balladeers. His *Up In Maine* went through seven editions from 1900 to 1907 and his other best known volumes include *Pine Tree Ballads* (1905).

Among other published volumes by Maine poets, mostly contemporary, are:

Barry, Phillips: *British Ballads From Maine* (1929); and *Maine Woods Songster* (1939).

Barnum, Helen Adelaide: *The Coast of Maine* (1940).

Berry, Mrs. Harold Lee: *The White Heron* (1933); and *Tall Oneida Mountain* (1934).

Brown, Harry: *Beast In His Hunger* (1949).

Carman, Bliss: *April Airs* (1916).

Christian, Sheldon: (editor) *Poems About Maine* (1940).

Coburn, Louise Helen: *Kennebec and Other Poems* (1916).

Crossman, Gertrude Couch: *Sharply Remembered* (1937).

Eckstrom, Fannie Hardy: *Minstrelsy of Maine* (1927).

Edwards, George Thornton: (compiler) *The Maine Poets Calendar and Engagement Book* (1909).

Freeman, Jessie Wheeler: *Town Down East* (1949).

Hall, Hattie Vose: *Songs of the Coast of Maine* (1931).

Homer, Alice: *Stars For Your Wagon* (1935); and *Let Us Reason Together* (1934).

Hartley, Marsden: *Androscoggin* (1940).

Houghton, George: *Drift from York Harbor, Maine* (1879).

Huse, Henry Felton: *Maine, Places and People* (1931).

Jacobs, Florence Burrill: *Neighbors* (1949).

Jakeman, Adelbert M.: *Sea Haven* (1950); editor, *Pine Tree Poems* (1928); editor, *Recent Bates Verse;* editor, *Ocean Park in Poetry;* and several brochures.

Kelly, Dan: editor, *As Maine Writes;* and *Reed.*

MacDougall, Arthur R., Jr.: *Far Enough For All The Years* (1948).

Littlefield, Louise Hall: compiler, *Triad Anthology of New England Verse* (1938).

Marstaller, Lelia S.: *Ebb and Flow* (1935).

May, Julia Harris: *Songs From the Woods of Maine* (1894).

Newman, Israel: *Maine* (1939).

Perkins, Silas H.: *On Shore Ballads* (1937); *'Longshore Lyrics* (1931); and *Down East Ballads.*

Price, Arthur Barnard: *Old Deer Isle and Other Poems of the Maine Coast* (1931); and *Penobscot Poems* (1925).

Pulsifer, Harold Trowbridge: *Elegy for a House* (1935).

Schauffler, Robert Haven: *Hobnails In Eden* (1929).

Simpson, Minerva Maloon: *Songs for the Sky* (1947).

Snow, Wilbert: *Maine Tides* (1940); *Before the Wind* (1938); *Down East* (1932); *The Inner Harbor* (1926); and *Maine Coast* (1923).

Spencer, Wilbur Daniel: *From Out the Void* (1934).

Turner, Frances Wright: *Drifting Leaves* (1926); and *Star Dust* (1930).

Vinal, Harold: *Hurricane* (1936).

Wilson, Charles Grenville: *Of Men and Mountains* (1940); and *Winter In Maine and Other Poems* (1935).

Wood, William: *Kennebunk and Vicinity in Poetry and Pictures* (1927).

Among others of the "newer" group of Maine poets who are achieving widespread recognition through literary periodicals, books, national magazines and newspapers are Mrs. Elizabeth Coatsworth Beston (*supra*), Mrs. Louise Darcy of Biddeford, Mrs. Mabel Gould Demers of Waterville, Mrs. Catherine Cates, Gardiner; Mrs. Dorothea Kennedy, Peaks Island; Clifford Wesley Collins, North Edgecomb; Mrs. Doris Barbour Jordan, Mrs. Mabel Rogers Holt, Mrs. Beatrice Wright Clifford, Beatrice Hussey Oakes and Mildred Harmon Cole, all of Portland; Mrs. Ina Ladd Brown, Bangor; Lillian M. Owen, Castine; Ruby G. Searway, Portage; Dan Kelly, Augusta; Rosemary Clifford Trott, Freeport; and Pearl LeBaron Libby.

Maine currently has two poetry magazines, *The Winged Word,* published at Brunswick by Sheldon Christian; and *Voices,* published in Portland by Harold Vinal. The Poetry Fellowship of Maine in 1951 began publication of its own monthly magazine and the Maine Publicity Bureau's *Pine Cone* also has printed a selected group of Maine poems in each issue since its inception in 1945. Dan Kelly is poetry editor for both the latter publications. *The American Weave* at Cincinnati, Ohio, also publishes Maine poetry from time to time.

## Library Development

Aside from the private collections of such notables as General Henry Knox of Thomaston and Dr. Benjamin Vaughan of Hallowell, there were no libraries of any importance in the Province of Maine until the last half of the Eighteenth Century. In 1763, when Portland, then called Falmouth, had only about 2,000 inhabitants, a score of the leaders set about the task of forming a library. Almost no printing was being done in America at the time, but the first regular publishing in Maine began some twenty years later, with the first issue of the *Falmouth Gazette,* in 1785. By 1766, the library group had collected a total of 93 volumes, all from English presses, which were circulated among the founders and subsequent subscribers. These books were lost, however, when the British bombarded and burned the town in 1775, but, five years later, the library was back and sponsored by the Falmouth Library Association.

By 1861, the flourishing society erected a brick building on Plum Street to house its 10,000 volumes. Again, this was destroyed five years later in the great conflagration that wiped out one-third of the city. Also lost at the same time were the book collections of the Society of Natural History, the Young Men's Christian Association and the Girls' High School. Early the following year, a group of Portland leaders petitioned the Legislature for a special charter and Portland had its "Institute and Public Library." Gifts of books were made by former Portland residents, including Henry Wadsworth Longfellow, Captain George Henry Preble, Charles Eliot Norton, James Russell Lowell and others, as well as several prominent publishing houses in Boston and New York.

By 1881, the fast-growing library again felt the need for more space than was available in the City Building, where it had been located and James Phinney Baxter provided the present impressive building, whose doors were opened in 1889. In recent years the need for further expansion again has been felt as the number of volumes and historical records has expanded. One branch already has been established in the Woodfords sections and plans have been projected for two or three other branches in stragetic city sections.

In the meantime, during the Nineteenth Century, libraries were being established in most other large towns and cities in Maine, especially in the State Capital and the county seats. This growth has continued unabated, mostly through the beneficence of private families. During the first half of the present century, and signifying the growth of Maine as a vacation state, summertime libraries have been established in a number of communities. There are some 276 libraries in the State of Maine, mostly of a public nature. Largest of these are, of course, in the cities, such as Portland, Lewiston, Bangor, Auburn, Augusta, Biddeford and others. Every county seat has its law library and notable collections are growing rapidly at all five Maine colleges, the newest building being on Colby College's new Mayflower Hill campus. Notable society collections include those of the Maine Historical Society, Portland, listing 33,000 volumes; the Maine Charitable Mechanics Association, Portland, 24,000 volumes; and Bangor Theological Seminary, 43,000 volumes. Names of all these libraries, together with latest totals of their volumes, are listed in nearly every community detailed in Part Three of this work.

*Parsons Memorial Library, Alfred*
*Gift of Descendants of William Parsons*

The role of local libraries in community development, and as an adjunct of educational facilities, long has been recognized by Maine's civic leaders and undoubtedly continued appreciation of their value will increase as the libraries increase their services to the community. The Maine Library Association, a professional organization of the State's librarians, is alive to the challenges of the times and constantly is encouraging broader programs of community participation. In 1950, its officers were Miss Grace Trappan of the Portland Public Library, president, and Mrs. Evelyn Colcord of Gardiner, secretary.

Public, private, college and institutional libraries have played an important role in Maine's cultural life. A special survey made in 1946 showed Maine ranking high in the number of books available for use in its public libraries—2,139,212 volumes in all, or 2.5 volumes per capita. Circulation was relatively low, however, totaling 2,733,139 book borrowings from these same libraries, or only 3 volumes per capita. In the survey, 276 libraries were questioned and 239 of them replied to either a first or second questionnaire. Only four of the public libraries were found to be inactive, although 99 were open fewer than ten hours weekly—probably an explanation of the low circulation figure. Of Maine's 910,000 population, 688,522 people were served by public libraries in 1946.

Total library income of the public libraries of Maine was $472,660.42, or 55 cents per capita, this amount being made up of town appropriations and state aid amounting to $243,452.07, as well as $229,208.35 from other sources. Of the 239 libraries replying in the survey mentioned above, 137 were housed in regular library buildings of their own. Others occupied remodeled houses, schools, stores, town halls, Grange meeting halls, church vestries, parish houses and private homes. Sixty-six of the libraries had special facilities for children—either rooms or parts of rooms—while 72 had corners or alcoves and 32 had special tables for children's use.

Some outstanding examples of volumes, circulation and income in leading public libraries of Maine, as of 1946, were:

| Place | Volumes | Circulation | Income Town and State | Other Income |
|---|---|---|---|---|
| Bangor | 236,562 | 316,655 | $12,200.00 | $102,657.81 |
| Portland | 131,315 | 353,845 | 27,000.00 | 19,345.48 |
| Lewiston | 61,139 | 79,956 | 14,121.00 | 87.99 |
| Waterville | 32,003 | 98,208 | 7,500.00 | 4,099.00 |
| Bath | 41,308 | 20,817 | 1,765.50 | 3,957.27 |
| Biddeford | 25,000 | 45,000 | 7,700.00 | 3,600.00 |
| Presque Isle | 18,000 | 24,640 | 3,012.80 | 1,715.32 |

Bangor Public Library celebrated its fiftieth anniversary on June 7, 1933. It is in a strange position, financially speaking. It has received many bequests of considerable size for the purchase of books, most of them earmarked for that purpose alone, yet has difficulty obtaining sufficient funds to pay its librarians. Legally no way has yet been found of diverting any of the funds thus left in bequests—a sample of one type of problem with which a public library can be confronted. Bangor has had to build up its public library twice, having lost 69,000 volumes in the great fire which swept Bangor in 1911, only 1,000 of the volumes accumulated from the founding of the library in 1883 having been saved. The Bangor Public Library started with 19,475 volumes in 1883. Fifty years later it had 158,395 volumes, and by 1947 that figure had grown to 251,116. Circulation grew from 41,405 in 1887 to 376,566 in 1932. Sixty per cent. of all Bangor citizens are regular library borrowers. The institution consists of one central library, two branches and collections numbering 117 in schools and 21 in other institutions.

The total cost of operating the Bangor Public Library in 1947 was $99,445.83, of which the city appropriation furnished only $12,000. The city was obliged to furnish only 12 per cent of the costs of running the library, which thus had to obtain the remaining 88 per cent from other sources, chief among which was the income on an endowment principal valued in 1947 at $2,073,310.65.

In comparison with Bangor's 60 per cent, the Portland Public Library numbers only 25 per cent of the residents of the City of Portland among its regular borrowers. The library had 133,840 volumes in 1947 and 139,000 in 1948, when the number of book borrowings was 369,000. Portland Public Library added 6,300 items from 1947 to 1948, mainly through gifts and endowments. It helped restore library service to Brownfield, after the latter's library was totally destroyed by the big York County fires of 1947. More than 1,500 books were collected and delivered to Brownfield through the cooperation of the American Red Cross on that occasion. The Portland Public Library maintains a service at Maine General Hospital and the Children's Hospital, in Portland. It has an extensive newspaper collection, and regularly microfilms Portland newspapers to provide an enduring record.

Back in 1847 Galen C. Moses wished to establish a "free library" in Bath. He became its first president, although a joint stock company was formed, the Patten Library Association, in the office of Dr. Israel Putman, to receive Mr. Moses' gift of $10,000 for the purpose. Most of the money went into a building. There were eighty-six original proprietors of the association, and shares were sold at $5 each.

Traveling libraries have been organized to serve culturally underprivileged areas through the efforts of the Maine State Library in the State House at Augusta. The State Library itself houses one of the finest collections of books in Maine, its purpose being to preserve records of legislative action and all available material on the many aspects of the State's life. As a result, it has an exclusively Maine flavor, and its offerings on Maine are not excelled anywhere. Any resident of Maine, permanent or transient, may borrow books from the Maine State Library. Loans are usually for three weeks, with a two-week renewal privilege if no other borrower is waiting. Some books in greater demand have a more limited loan period. Postal laws permit the mailing of books to library borrowers at costs lower than the regular book rate. The expense of returning the books is the only cost to the borrower. Thousands of volumes on farming, teaching, art, music, fishing, carpentry, printing, cooking, rugmaking, preaching, travel, history, poetry and selling are distributed in this way, current fiction being an exception.

Current fiction is lent only through the "traveling libraries," which are collections of twenty-five volumes each, borrowable for six-month periods at a cost of $1.25 each. Transportation is furnished by the State. A special price of $2.50 is charged for 50-volume sets. Special age-graded children's libraries, nature libraries and other collections are distribtued in this way to areas not easily served in any other way. Isolated areas of the northern counties particularly benefit from this service. Shipment of books is made in specially designed cases in which the collections are permanently kept. A record book is enclosed, for use in recording circulation of books, along with instructions for handling the circulation task, packing the books, and procedures in the event of contagious disease contacts and the like.

The State Library also aids other libraries. Assistance includes instruction in cataloguing, book selection, administration and all kinds of library techniques. Advice and assistance is given in the organization of new public and private libraries. Grants of money are made annually to municipalities which help support free public libraries in their own or other communities, and gifts of money or books are made to each newly organized free public library. Round table discussions for librarians and trustees are held each year in different places, and an apprentice course of one year is given free of cost to any graduate of a high school classical course or equivalent education who is not more than 35 years old and desires to take up library work.

The libraries of colleges, schools and institutions round out the media for socialized spreading of knowledge. The Bowdoin College library was opened in 1802, although it had existed legally from 1794. It had 500 volumes at the start, mostly the contributions of friends of the college. In 1811 the number of books was increased by the bequest of James Bowdoin, of Boston, who left to the college library 4,000 volumes from his own private collection, valued at more than $50,000. Many of the books had been collected during his mission to Spain under President Thomas Jefferson, and the collection was rich in French revolutionary material. In 1820 Thomas Wollcutt, of Boston, donated 500 volumes. Other gifts and bequests built up the number of volumes to 181,219 by 1939, when Bowdoin's enrollment was 641 students.

Bangor Theological Seminary had 41,154 books in 1939 for an enrollment of forty-six students. This seminary library dates back to October, 1816, when it was established at Hampden Academy, six miles below Bangor. It was moved to Bangor in 1819.

Colby College had 95,355 volumes in 1939 for 687 students; Bates College, 72,938 for 698 students; and the University of Maine, 172,428 for 2,519 students.

Special society libraries at the colleges have been varyingly generous to the different general college libraries.

# CHAPTER XVIII

## *Music, Art, Architecture and Handicrafts*

### Music

THE most complete history of Music in Maine and, in fact, the only comprehensive work ever done on the subject, is George Thorton Edwards' *Music and Musicians of Maine* (1928). In it the author traces the origins of music in Maine from the earliest Indians to date of publication, unearthing a host of interesting facts and "firsts" in music to be credited to the State of Maine.

As told in Edwards' well-documented work, Father Rasle trained a choir of some forty young Indians to sing at church services at Norridgewock, an accomplishment that attracted great numbers of Indians from far and wide to the village. The Penobscot, Passamaquoddy and other Abnaki tribes had their own music, and their language and customs of music, some of which still may be heard at the Old Town, Perry and Princeton Reservations.

During the period of English settlement, in spite of frequent controversy as to the place of music in religious services, music development in the Province of Maine primarily was connected with church services. In 1761, James Lyon, who later became the first minister of the Parish of Machias, published in Philadelphia the first collection of psalm tunes to be printed in America. He called the book *Urania* and the third edition of the work was published in 1773, after he had become a resident of Maine. Lyon also is credited with being America's first composer and also published several books of a religious nature.

In 1794, Supply Belcher of Farmington published a volume of psalm tunes, many of them original, under the title: *The Harmony of Maine*. One of Maine's original "boosters," Belcher named many of his tunes for Maine towns. He became known as "the Handel of Maine" and his role in community affairs helped establish Farmington as one of the first musical centers of Maine, a tradition which holds true to this day.

The first regularly organized choral group in the State was the Hans Gram Musical Society of Fryeburg, formed in 1810. The naming of Bangor also was the result of a minister's fondness for music. The Rev. Seth Noble was humming the old popular hymn "Bangor," when the clerk of the Massachusetts General Court asked him the name of the new town whose petition of incorporation he had brought to Boston and, either by mistake or design, Mr. Noble answered, "Bangor," instead of "Sunbury," and "Bangor" was the name placed in the incorporation petition. The first musical instrument recorded as made in Bangor was in 1800—a violin whose strings were made from moose sinews and spruce gum used in place of rosin.

Musical education of any extent remained a prerogative of the wealthier families until the beginning of the 19th Century, when popular interest in the subject increased greatly. Singing schools were being organized in many towns and the publication of American hymn and song books served further to spread the cultivation of music. *The Village Harmony* and *The Templi Carmina* were among the first of these to be used extensively in Maine. *The Columbian Harmony or Maine Collection of Church Music* made its appearance in 1805 and the same year a Maine composer, Abraham Maxim, compiled *Northern Harmony,* which went through four editions up to 1816. He too, selected the names of Maine towns for many of his tunes and became one of Maine's most popular hymn writers of his time. He also published the *Gospel Hymn Book,* in 1818.

The first quarter of the 19th Century saw some dozen other collections and instruction books, mostly on sacred music, published in Maine, several of them by E. S. Goodale of Hallowell. Familiar names of this period are Edward Hartwell of Skowhegan, who compiled *The Chorister's Companion,* and Charles Robbins of Winthrop, who wrote both words and music found in many of the old psalm-tune books of his day. Nathaniel Deering of Portland also is credited with writing a few tunes and the Longfellow family and their circle were known for their love of music. Henry Wadsworth Longfellow became an accomplished flutist and the poet has made frequent reference to music in many of his writings. His translation from the German of Weber's *Music is the Universal Language of Mankind* is frequently quoted. Lectures on music also became popular during this era and musical recital and entertainment, including operas, increased in frequency during the early 1800s.

The Handel Society of Maine first was formed in 1814, with John Merrick of Hallowell as first president. Prentiss Mellen, later Chief Justice of Maine, was its vice president for Cumberland County. The Hancock Musical Association also was in existence in the Penobscot Bay area in 1818.

With the admission of Maine to the Union in 1820 and the State's subsequent era of prosperity for the next 30 years, musical development went ahead rapidly. The Beethoven Musical Society of Portland had been organized in 1819 under the sponsorship of Edward Howe, choir leader of the old Second Parish Church and he is credited with becoming the first great leader of music in Maine. This was the first musical society in America to bear the name of the great composer. The Portland Handel and Hadyn Society was in existence in 1828 and both these organizations gave frequent concerts and oratorios during their existence. The Philo Harmonic Society at Cumberland in 1829 was assisting at concerts and public functions in that and nearby towns. Installation of organs in churches also was on the increase and interest in music further developed in the settled communities of the State, notably at Brunswick, Rockland, Winthrop, Bangor, Hallowell, Augusta and Waterville. Several academies for musical instruction appeared in the larger places and further gains were being made in the number of musical volumes, collections and hymn books published in Maine.

The Portland Sacred Music Society was formed in 1836, with Edward Gould as first president and a year later sang the first complete standard oratorio, *Creation,* to be given in the State, an event which was hailed as the start of a new era in musical development in

Maine. This group presented *The Messiah* for the first time in Maine during a music festival from September 24 to 28, 1838, when *Creation* and *David* also were presented, the festival marking another new milestone in Maine's musical history. The Portland Sacred Music Society continued its work, with notable concerts and achievements, until 1857, when it was succeeded by the Haydn Association.

Storm center in some of the personal differences which hastened the end of the notable music group was Frederick Nicholls Crouch, composer of *Kathleen Mavourneen,* who arrived in Portland about 1849. This eccentric, who had a fondness for snakes, died in poverty in 1896. Musical organizations which flourished in Maine during the mid-nineteenth century included the Cumberland Musical Association, organized in 1835; the Hallowell Harmonic Society, formed in 1832; the Maine State Musical Association, organized in 1843; the Penobscot Musical Association, 1848; the Portland Orchestral Society, 1856-59; the Cumberland County Philharmonic Society, 1850; the Franklin County Musical Association, 1843; the Franklin County Musical Institute, 1851; the Bangor Musical Association, 1847; the Somerset Sacred Music Society, 1842-54; the Waldo County Musical Association, 1850; and the Musical Association of Bath, organized in 1835.

The Civil War, with its popular songs, and the increase in publishing facilities and musical instrument manufacture brought a blossoming, when hostilities had ceased, of the popular craving for music. Most of the Maine musical organizations were flourishing and instruction and tutoring were on the increase in the Pine Tree State. Most prominent groups in the State in the post-Civil War era were the Penobscot Musical Association and the Haydn Association of Portland. Advances in musical studies also brought a trend away from the old hymnals and toward a greater idealism, manifested in more frequent performances of classical music. This latter factor also resulted in a marked improvement in church music throughout the country, in which development Maine also shared.

In 1869, Hermann Kotzschmar became conductor of the Haydn Association of Portland and the group entered upon its most successful era. Average attendance at rehearsals at that time was reported to be 150 and its collection of oratorios and other music was rated as the best of its kind in the State. In 1873, the Haydn Association made American musical history by presenting the premiere performance of Portland composer John Knowles Paine's *St. Peter,* the first sacred oratorio written by an American composer on American soil and rated as the greatest musical composition by an American up to that time. The event attracted national attention. The chorus of 125 voices, trained by Kotzschmar, was personally directed by the composer. Paine has been ranked with Longfellow and Sculptor Franklin Simmons, all born in Maine, as among the "three greatest creative geniuses of Nineteenth Century America." A student of Kotzschmar, Paine studied in Germany and, on his return to America in 1861, became the leading organist in the United States. Other important later works by Paine include *Spring Symphony Opus 34;* his historic music for Sophocles' *Oedipus Tyrannus,* given at Harvard in 1881; and the opera *Azara.* He has been called "the Father of American Music" and "the Dean of American Composers."

The Portland Rossini Club was organized in 1869 and is said to be the oldest musical club in America, and perhaps in the world. Many prominent Portland and Maine women active in musical circles have belonged to this organization, which holds monthly recitals of members and gives concerts annually or oftener. Its Emily K. Rand Memorial Scholarship Fund to help worthy musical students was established in 1925. Other Portland musical organizations of the Civil War and post-war era included the Mozart Club of Portland, the Portland Musical Association, the Polyphonic Club of Portland, the Arion Club, a men's singing association; The Kreutzer Club of Portland, the Portland English Glee Club, the Weber Club of Portland, also a notable men's singing club; the Portland Choral Union, the Cecilia Quartette, the Portland Ancient Harmony Society, the Portland Orchestral Society, Ardon Coombs' Orchestra, the Schumann Club of Portland, the Orpheus Singing Club, the Portland Philharmonic Orchestral Society and the Portland Philharmonic Orchestra, its successor, organized in 1888.

The two outstanding musical figures in Maine who contributed most to musical development in the State during the last half of the last century were Hermann Kotzschmar, organist for nearly 50 years of the First Parish Church, teacher, conductor and composer; and George W. Marston, also of Portland, teacher, organist and composer of church music, whose anthems have been sung the world over. William Henry Dennett was another leading musical figure of the time and for many years was considered the greatest vocal teacher in Maine. Willard Patton of Bangor was another notable. He founded the Handel Association of Bangor in 1873, the Cecilia Club of Bangor in 1883, and composed many works, most prominent of which was the oratorio, *Isaiah.* The Bangor Conservatory of Music was incorporated in 1868 and other muscial organizations of the time throughout the State included the Knox and Lincoln Musical Association, the Orpheus Club of Rockland, the Schubert Club of Skowhegan, the Rossini Club of Damariscotta, the Piscataquis Musical Association, the Cumberland County Music Convention, the Cornish Music Convention, the Farmington Choral Society, the Lewiston Musical Association, the Mendelssohn Club of Lewiston, the Cecilia Club of Lewiston, the Rossini Choral Union, the Schumann Musical Association of Lewiston, the Androscoggin Musical Society, the Augusta Choral Society, the Biddeford Choral Union, L'Union Musicale of Biddeford, the Parlor Muscial Society of Belfast, the Belfast Musical Society, the Musical Club of Brunswick and several musical groups in East Machias.

The most notable Maine singer of the post-Civil War era was Annie Louise Cary, born at Wayne in 1841. After study and operatic work in Europe, she returned to America in 1870 and her appearances were one triumph after another, until, at her "home-coming" in Portland City Hall on November 15 of that year, the trains leading into the city on the day of her concert were crowded. Press accounts of her recital were among the most superlative ever to appear in Maine newspapers. After this first season's return to America, Annie Louise Cary went on to still greater operatic triumphs in the United

States and Europe, where, especially in Russia, she proved a sensation in her role of the Princess Amneris in *Aida*. Her other greatest impersonations in opera are acknowledged to be Lenora in *La Favorita* and Ortrud in *Lohengrin*. Her last public appearance was in 1880 and she died in 1921. One of her last requests was that the State of Maine Flag be placed inside her casket and be buried with her.

In 1897, the first Maine Music Festival was held in Portland under the direction of William Rogers Chapman and, during the thirty years of its life, it became the greatest series of music events in the history of the State. A chorus was organized in every county of the State and during its existence more than 5,000 singers became its members. All the Festivals were directed by Chapman. Such achievement truly was monumental and is credited with being the Renaissance of Music in Maine. During its thirty years, all the great oratorios were sung and during its past five years such operas were presented as *Faust, Carmen, Aida, Il Trovatore* and *Martha*. The Festivals also brought to Maine some of the world's greatest artists, several of whom made their American debuts at these events. Among these were Ernestine Schumann Heink, Amelita Galli Curci, Lillian Blauvelt, Nina Morgana, Gwilyn Miles and Evan Williams. The Maine Symphony Orchestra, organized by Chapman, also came into being.

The first Maine Music Festival, in 1897, also was a "home-coming" triumph for another Maine woman whose star was in its zenith in the operatic and concert world of America and Europe, Lillian Nordica of Farmington. Born Lillian Norton, she had studied in Boston and Italy and, by 1893, had risen to the heights of being selected Madame Wagner to sing Elsa in *Lohengrin,* at the Bayreuth Festival. On her return to America, she sang with Calvé, Melba, Eames, Plançon and the de Reszkes, under the direction of Anton Seidel, at the Metropolitan Opera House. Her greatest triumph was said to be as Isolde in 1895. Her oft-repeated Marguerite in *Faust* also was the toast of two continents. Other notable Maine appearances by the great star were in 1900, in the new Portland City Hall, when the concert was directed by Walter Damrosch, and at the Maine Festival Chorus in Portland in 1912. She died following a shipwreck off New Guinea, while on a triumphal world tour. During her life, Nordica was honored by nobility and showered with gifts of priceless jewelry. Her birthplace at Farmington is preserved as a shrine by the Nordica Memorial Association and each summer is visited by an increasing number of visitors. Its collection of Nordica memorabilia is growing each year.

Emma Eames, born of Maine parentage, grew up at Bath and studied music in Boston and Portland, the latter including association with John Knowles Paine, whose lectures she assisted with vocal parts. After studying in Paris, she made her debut there and in London and later was a star of the Metropolitan Opera Company. Her repertoire included many grand opera roles and she was acclaimed by critics as one of the greatest among the world's prima donnas from 1891 to 1914. Thus, from 1870 to 1914, Maine was represented in the operatic world by three great divas, Cary, Nordica and

Eames. No other Maine singers since have reached such heights in vocal music as these three. Another famous singer associated with Maine, at least by parentage, was Geraldine Farrar, whose father, Sidney, was born and grew up in Paris, Maine.

Preceding the galaxy of Maine operatic stars was Flora Barry, also born in Paris, Maine, and a sister-in-law of Annie Louise Cary. She was a famous oratorio contralto and one of the "Bouquet of Artists" at the famous Boston Peace Jubilee of 1869. Other famous Maine musical lights near the turn of the century were Minnie Scalar, born at West Paris, who was leading dramatic soprano of the Royal Opera House at the Hague in 1896-97 and afterwards for two seasons at Covent Garden, London, and the Paris Grand Opera House; Charles Marshall, famous tenor of the Chicago Opera Company; Arthur Hackett, eminent American concert artist; and Willie Ferrero, boy prodigy conductor.

*The Nordica Homestead in Farmington*

The past 40 years have witnessed further development of music interests and associations, throughout the State. The Saco Valley Music Festivals were held annually at Bridgton from 1913 to 1920. The People's Community Chorus of Portland was organized in 1917 and became the Portland Community Music Association the following year, when it formed a unit of the State Liberty Chorus. Chamber music groups, orchestral units and singing groups also flourished among the older organizations. The Portland Orchestral Society was formed in the winter of 1925-26, and the Portland Men's Singing Club frequently has brought musical notice to Maine since its organization in 1914. The Portland Polyphonic Society was organized in 1922 and the Women's Choral Society was founded by Rupert Neily in 1919. The Portland Branch of the American Guild of Organists was formed in 1928 and the Portland Chapter of the National Association of Organists was formed the same year.

Another notable event in the history of music in Portland and Maine was the dedication, in 1912, of the Kotzschmar Memorial Organ in City Hall Auditorium. Numbered among the great organs of the world and for many years the largest municipal organ in America, this magnificent instrument combines eight separate organs in one, has 177 speaking stops and couplers and more than 6,500 pipes, all controlled from a four-keyboard console. It was the gift to his native city of Cyrus H. K. Curtis, famous publisher, in memory of his father's old friend, for whom Curtis was given his middle names. Will C. MacFarlane, founder of the American Guild of Organists, was the first municipal organist, a post which was abolished during the Depression Decade in the interests of economy. Free summer afternoon concerts now are presented by guest organists.

*New England Music Camp, Sidney*

The Maine Federation of Music Clubs was organized in 1921 and includes in its membership the scores of local music clubs and organizations existing today in nearly every community throughout the State. It promotes musical contests and has been effective in bringing before the public prominent young artists of exceptional ability. It currently represents the voice of musical interests in Maine and a recent president, Mrs. Guy P. Gannett of Portland, has been honored with several successive terms as president of the National Federation of Music Clubs. Mrs. Gannett was prominent in World War II for her work in promoting musical programs in the Armed Services.

One of the Maine Federation's current major projects is the compilation of an accurate record of Maine Composers and Their Music and will include in its list the works of nearly a score of contemporary Maine composers.

The Maine inspiration also attracts many music notables each summer, who combine study with vacations in the Pine Tree State. Ethelbert Nevin, Josef Hofmann, Efrem Zimbalist, Ernest Schelling and Walter Damrosch all spent their summers in Maine. At Camden the Carlos Salzedo Summer School of the Harp has been established for many years and the faculty of Philadelphia's Curtis Institute of Music, together with the internationally-famous Curtis String Quartet, rehearse the concert music which all America will enjoy in ensuing months. Pierre Monteux, Richard McClanahan and the Kneisels also hold summer classes and their concerts are summer season headlights. A Nordica Festival is held at Farmington and light opera is presented by a summer company at Kennebunk's Town Hall. The New England Music Camp at Sidney attracts students from all sections of the Northeast and a summer session for the State's school music instructors is held each year at Farmington State Teachers College. A competition of the State's high school bands and orchestras also is held near the close of each school year. Music programs also are important features at nearly all of the 200 youth camps throughout the State and prominent guest artists are regular entertainment features at the larger hotels and resorts.

One of the outstanding Maine musical organizations of the present time is the Portland Symphony Orchestra, which gives several concerts each year. The Community Concert Association also sponsors an annual series by nationally-prominent artists.

## Art

Developing comparatively slowly from utilitarian craft forms, art in Maine has been progressing distinctively for nearly a century, with some of the most rapid advances becoming increasingly evident during the past 25 years. The increase in art classes and schools, in museum interest and especially in summer instruction has been particularly noticeable during the past two decades, as Maine continues to draw an ever larger number of nationally-prominent artists during the summer months.

A leading Maine artist and instructor recently observed that "in Maine, it seems that every second person wants to be an artist." His comment is being borne out by the constantly increasing number of residents and vacationists who have taken to art, either as a hobby, or for serious study. This growing interest in art also carries over to a considerable extent in the work of leading Maine handicrafters, outlined further on in this chapter.

Evidence that Maine is coming into her own artistically is seen from the increasing utilization of purely Maine subjects portrayed by her artists. It may be said, in fact, that the success of more than one Maine artist may be traced to drawing upon Maine inspiration for subject material. It is being realized more and more that the grandeur of the Maine coast, the vastness of the northern forests, the splendor of the hills and lakes, the activities of Maine people, especially of the rural and seacoast sections, are well-springs of inspiration which may be expressed realistically, emotionally, intellectually, or in any conceivable combination thereof.

A comparative newcomer to Maine, Vincent A. Hartgen, head of the University of Maine's Art Department since 1946, is convinced that "Maine is an artist's paradise."

"Artists love Maine," Hartgen declared in a "Maine Pine Cone" article. "They are fascinated with the thousands of beautiful scenes waiting to be put on canvas. But, above all, artists love Maine because the people here have a keen appreciation of beauty. Even though some have not had the advantages of advanced training in art, they have a natural understanding of the qualities that go to make a good painting or piece of sculpture. Maybe it's because they always have lived among the beauties of nature to be found here so abundantly. I've learned that artists are anxious to have their paintings exhibited in Maine, and that the people living here are equally interested in seeing the works of these professionals."

Another noted professor of art also declared a few years ago: "Some of the best artistic work in America has been and still is being done under the inspiration of this distinctive region."

Whether native or summer residents, the Maine influence has been highly noticeable in such familiar names as Winslow Homer, John Marin, Marsden Hartley, Alexander Bower, Andrew Wyeth, Fred Detwiller, Charles Hovey Pepper, Waldo Peirce, Edward Hopper, Jeremiah Hardy, Fitz Hugh Lane, Eastman Johnson and many another of major or minor fame. Maine's present impressive list of "permanent summer" artists also includes Milton Avery, Gardiner Cox, Willard Cummings, Joseph DeMartini, Lamarr Dodd, William Fisher, Thomas Fransioli, Jr., Herbert J. Gute, Channing W. Hare, Dahlov Ipcar, Bernard Karfiol, William Kienbusch, Margaret Kilburn, Morris Shulman, Dwight Shepler, Reuben Tam and the Zorachs, Marguerite and William.

Permanent artist residents at the present time also include William Thon, Alphonse Joseph Shelton, F. Wenderoth Saunders, Joseph B. Kahill, Roger Deering, Maurice Day, Mildred G. Burrage, Carroll T. Berry, Josef Arentz and Florence Adolph.

In addition to the important work of Hartgen at the University of Maine, where six formal courses in art are offered during the regular college session, the art programs at Bowdoin, Colby and Bates also are notable. The Walker Art Museum at Bowdoin and the Farnsworth Museum at Rockland especially are regional centers of art programs, including instruction.

In existence only a few years, but coming rapidly into prominence is the summertime Skowhegan School of Painting and Sculpture, on

Lake Wesserunsett, where Russell Cowles, Ernest Fiene, Abraham Rattner, Sidney Simon and the Zorachs are included in the brilliant roster of faculty and visiting artists. During the summer of 1950, two new art groups settled in the Mount Desert Island region: Studio Lodge, headed by Charles R. Kinghan, nationally-famed water colorist, at Lamoine Beach, overlooking Frenchman's Bay; and the Mount Desert Island School of Art, headed by William Dacey. Jay H. Connaway for several years had a summer art colony on Monhegan Island and Professor Robert Fulton Logan carries on each summer at Tenants Harbor. For a number of years, Anson Cross and Eliot O'Hara also conducted summer art classes on the Maine coast.

Most prominent of Maine art centers is the L. D. M. Sweat Memorial Art Museum in Portland, dedicated in 1908, and its associated School of Fine and Applied Art. Director of both institutions for many years until his retirement in 1950, was Alexander Bower, academician of the National Academy of Design, a distinction which he shared with only one other Maine artist, Andrew Winter of Monhegan. The Portland School of Fine and Applied Art was established in 1911 under the sponsorship of the Portland Society of Art, founded in 1882. This group also includes the Portland Camera Club, founded in 1899, which conducts periodic photographic salons.

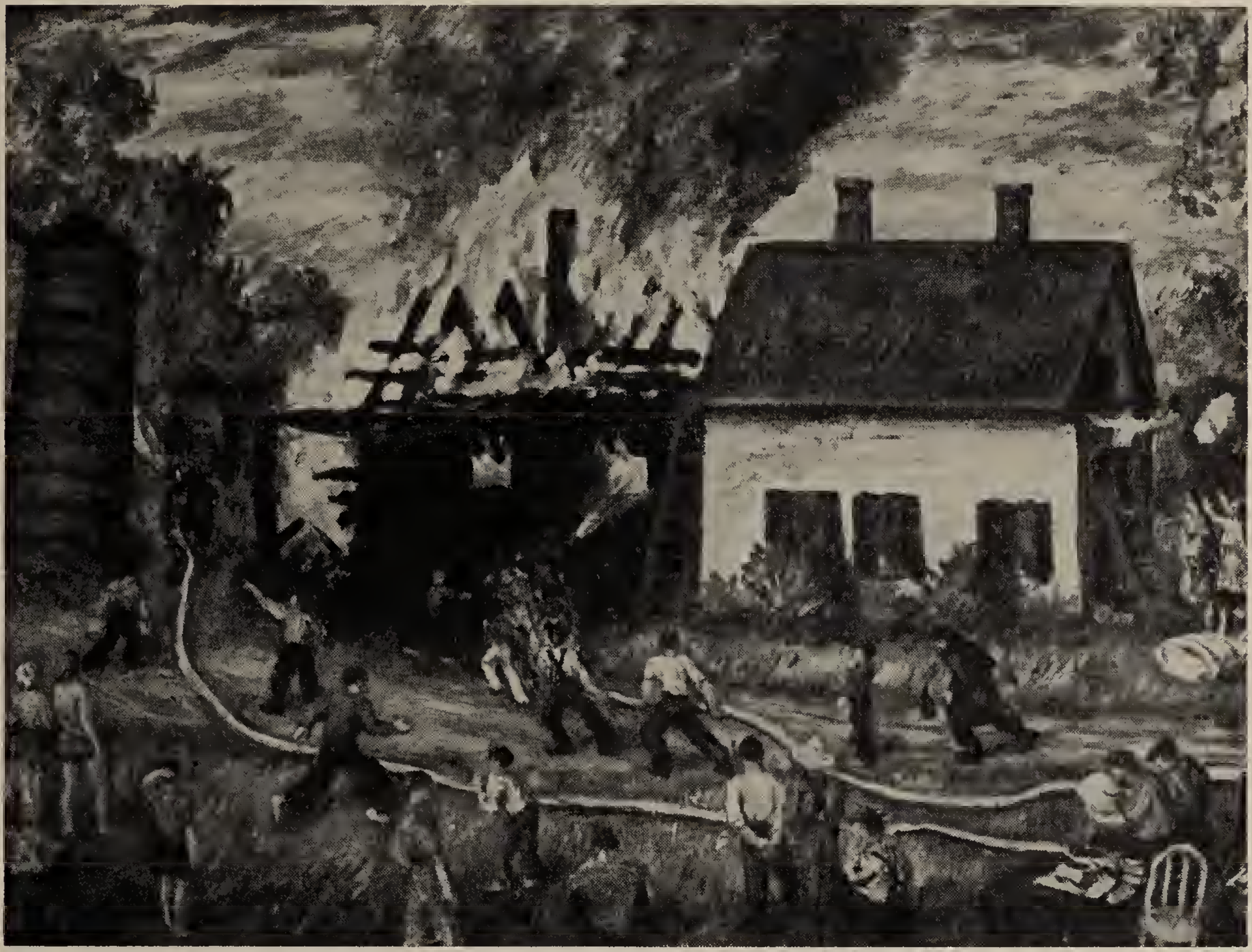
Graduates of the Portland School of Fine and Applied Art who have been listed in Who's Who In American Art, include Claude Montgomery, Dorothy Hay Jensen, Norman Thomas, Ralph Frizzell, Thomas Elston Thorne, and Alice Harmon Shaw.

Among the earliest painters of prominence in Maine, records list Charles F. Beckett (1814-56) and Charles Codman (1800-42). Both lived in Portland and the latter especially was noted for his landscapes, island scenes and mountain scenery. Charles O. Cole (1817-58) specialized in portrait work, carrying on the traditions of the more prominent Colonial artists, many of whom came to Maine to do this type of work. In this group were Joseph Badger, Joseph Blackburn, Robert Feke and Gilbert Stuart. Their portrait paintings, together with those of other artists, are in museums throughout the State, especially at Bowdoin College.

Charles Frederick Kimball (1831-1903) has been hailed as Maine's greatest landscape painter, while Winslow Homer (1836-1910) has been called the greatest of Maine artists. His realistic paintings of the seacoast are famous. His studio was at Prout's Neck, Scarborough. Harrison B. Brown (1831-1915) also achieved success as a Maine landscape and marine painter and he was one of the founders of the Portland Society of Art. Maine-born artists of this period, most of whom reached their greatest fame after leaving the State for further study and work, include: Eastman Johnson (1824-1906); J. Foxcroft Cole (1837-92); Frederic Porter Vinton (1845-1911); Ben Foster (1852-1926); and Joseph Cummings Chase, portrait painter.

Charles Lewis Fox (1854-1927) of Portland became known for several outstanding murals and was prominent in the development of art in Maine for many years. Walter Griffin (1861-1935) was another Maine-born artist whose canvases became famous. His treatment of trees resulted in a widely-accepted term, "Griffin Trees." He did not hesitate to use the palette knife or fingers, in addition to the brush, to achieve desired effects. He had a rustic studio at Stroudwater, on the outskirts of Portland.

Joseph B. Kahill is today one of Maine's outstanding portrait painters and his works are in prominent Maine museums and repositories, including the State Capitol. John Calvin Stevens (1855-1940), in addition to being one of Maine's leading architects, also is noted for his landscape paintings and other art works. Anton Skillin of South Portland is noted for several murals.



(Courtesy Midtown Galleries, New York)

*"Fire at East Orrington", by Waldo Peirce*

Other prominent modern Maine artists, both permanent and summer residents, include Waldo Peirce of Searsport, Stephen Etnier of Popham, Klir Beck of Mount Vernon, Vivian Akers of Norway, Maurice Day of Damariscotta and Roger Deering of Portland and Kennebunkport. Modern day artists who have found inspiration for some of their work in Maine include Rockwell Kent, John Marin, John P. Benson, Russell Cheney, Charles H. Woodbury and Edward W. Redfield.

Earliest developments in woodcarving came principally through the great Maine shipbuilding industry, with ships' figureheads as the most notable products. Two Maine sculptors of note who developed in the Nineteenth Century were Benjamin Paul Akers (1825-61) and Franklin Simmons (1839-1913). Akers was born at Westbrook and produced busts of Longfellow, John Neal and other prominent Portland citizens. His "Dead Pearl Diver," now in the L. D. M. Sweat Memorial Art Museum, is considered his masterpiece. Simmons was born at Webster and produced busts of many prominent people, including President U. S. Grant. His outstanding works also include the seated bronze figure of Longfellow in Portland's Longfellow Square and the Soldiers' and Sailors' Monument in Portland's Monument Square, surmounted by what he called "Our Lady of Victories," a bronze figure emblematic of the Union.

Victor Kahill, a former resident of Portland until World War II, and brother of Joseph B. Kahill, the portrait painter, also became known throughout the State as a sculptor. His life-sized figure of a Maine lobsterman, posed by Elroy Johnson of Bailey Island, was exhibited at the New York World's Fair of the 1930s and now is in the rotunda of Portland City Hall. He also did a memorial to Harold T. Andrews, first Portland soldier to be killed in World War I, and a large bust of William Widgery Thomas, Jr., former United States Minister to Sweden.

### ARCHITECTURE

Maine never has had a distinctive architecture of its own, the design and construction of its buildings generally following popular regional, national and, to a limited extent, international trends common to the periods in which the structures were built. For more than 200 years, however, Colonial and Georgian styles have predominated, with some evidence that a true synthesis of the two represents the generally-accepted architectural ideal of the region.

Since World War II, however, an increasing number of public schools, commercial and sales buildings but, as yet, comparatively few homes, have been built on so-called "modernistic" lines, which feature flat, plane surfaces and use of geometrical patterns. An attempt must be made, naturally, to conform modernistic designs to the most efficient utilitarian functions, as well as to climatic problems, and these considerations are being worked out. Exponents of the rapidly-developing "modernistic" school include Eaton W. Tarbell of Bangor, whose school, home and commercial designs are causing some controversy in Eastern and Northern Maine; and Alonzo J. Harriman of Auburn, who is designing highly-functional school buildings in the modern style.

The Modernistic Style is, of course, a growing trend in all America at the present time and is spreading, through the popularity of national "better homes" magazines, into the so-called ranch-type houses of the home-construction field, which have made their appearance in Maine during the past decade. The sometimes sharp reaction to the appearance of these structures in several localities, especially places of some historic tradition, would seem to prove that the Colonial-Georgian synthesis may be considered the accepted ideal for Maine as a whole. Prospects of a considerable ferment over the next quarter century, as the modernistic and traditional ideals contend for popularity in Maine, should heighten interest in architecture considerably in the Pine Tree State. Contrasting examples of some magnitude of the traditional and modernistic styles will be found, on the one hand in the new Colby College on Mayflower Hill and, on the other, in the new modernistic high schools, such as at Houlton and Presque Isle and the new King Junior High School in Portland.

The generally-accepted periods in American architecture, in all of which Maine construction participated, are as follows: Provincial, 1620-1700; Early Colonial, 1700-50; Late Colonial, 1750-75; Early Georgian, 1775-1880; Late Georgian, 1800-25; and Greek Revival, 1825-50. After the latter date, it would be difficult to classify any further period as distinctive, since major structures from then on show various influences, such as the Neo-Classic, Romanesque and Gothic "revivals," which had varying periods of popularity. English Gothic, particularly, shows signs of its revival in several Maine churches, high schools and other structures from the late Nineteenth Century to the early 1930s, with "modernistic" taking the spotlight increasingly from about 1935 to the present.

The Provincial and Early Colonial Periods in Maine saw the general development of the "salt-box" type of dwelling, with roofs of varying pitch, but generally of sufficient slope to shed the considerable quantities of rain and snow to be expected of the climate. Hand-hewn timbers of considerable strength were common and the adze was the most important tool in planing out the framework. Adze-work in ship construction was, at the same time, becoming a highly-developed skill. Service and warmth were the prime objectives in all dwelling construction and the use of paint was rare. All houses were built with large, central chimneys, to handle both the big kitchen fireplace and smaller fireplaces for front and second-floor rooms, where the house was a multi-story structure.

During the Late Colonial Period, carpentry skills increased and more decorative windows and woodwork came into fashion, along with more ornate doorways. Basically, however, there was little change in common farmhouse design, although "ells" were added from time to time to the characteristic rectangular Maine structure of the 18th Century. Wood was the almost universal building material and, since iron was scarce and the few nails, spikes and hinges hand-wrought, joints were commonly mortised and tenoned. During this period, building carpentry skills developed in common with ship building skills and the inter-relation between the two further grew during the first half of the 19th Century. Large barns and large houses reflecting wooden shipbuilding techniques still may be found throughout the State, especially along the coastal and river tidewater sections.

The Early and Late Georgian Periods saw the addition of ornamented cornices, small columned porches, more ornate doorways with circular or elliptical heads and more decorative window framings. With the rise of Maine's shipbuilding and maritime prosperity, dwellings of considerable pretentiousness became more common. Fine examples of this period may be found in such coastal towns as Wiscasset, Thomaston, Rockland, Belfast, Bath, in fact, all along the Maine coast. The L. D. M. Sweat Mansion, now the Art Musuem, and many others in Portland also were constructed during this period.

Intricate interior woodwork, moldings, cornices, fireplace mantels and frames were executed as woodworking skills and the wealth of the builders increased. It is said that these developments reflected the influence of the Renaissance taking place in England at the same time.

The Greek Revival Period exerted a major influence on Maine styles as commercial and industrial prosperity in the State increased and many fine examples are prominent today, especially in the larger cities. A number of large, wooden churches also show the influence of this period, with two-story columns of Ionic, Doric or Corinthian design, surmounted by a pediment. Many Maine coastal towns have at least one outstanding example of such Greek Revival architecture.

*Product of the Ward Log Cabin Company, of Presque Isle*

From that period to the present, as Maine cities and towns became more compact, the limitations of land space were felt in home construction. Individual idiocyncrasies as to various "revival" trends also became evident until about 1920 and "old-style" buildings of stone, brick and wood are found in most communities throughout the State.

From 1920 to the present, house construction generally has reverted to single-dwelling types, with probably as many styles as exist throughout this period as in the rest of the country. The "housing development" also dates generally from the 1920s and was further accentuated during the past decade, although the Twenties probably saw more attention paid to diversity of styles in the individual developments. Commercial construction from 1920 on generally has followed the American pattern for large structures—steel framework, stone and brick in multi-story buildings of fireproof material. The Chapman Building in Portland, the Hotel Eastland, the Gannett Building, Mercy Hospital and several large apartment houses are among such buildings of the past 30 years.

Throughout Part Three of this work reference is made in the city and town descriptive material to the most important local structures, with dates of building given wherever possible as a clue to the architectural period of their construction.

### Handicrafts

Although Maine handicraft products date back to the Indians and have developed as the State has developed, the present period shows signs of this field's greatest flowering. Not only are more Maine people today engaged in handicraft work of a greater variety than ever before in the history of the State, but significant steps have been taken in the past few years to set and maintain high artistic standards. As evidence of this development, nearly a score of articles on Maine handicraft progress have appeared in national magazines during the past five years, while constant encouragement to Maine craftsmen is being given in State and regional publicity and the promotional activities of the Maine Publicity Bureau, Maine Development Commission and several State agencies.

Heading the movement to set up high jury standards for craft work is the organization of the Maine Coast Craftsmen, formed in 1946 at Rockport, which has conducted an annual show each year since then. Stemming from their first show was an Exhibition of Maine Crafts and Decorative Arts, held later the same year at the Sweat Memorial Art Museum in Portland and sponsored by the Portland Society of Art. More than 140 Maine craftsmen filled four galleries with the variety of their work and the exhibit attracted more than 3,000 visitors .

In 1948, a folder called *The Hand Craft Trail in Maine* was originated by Maurice Day of Damariscotta and developed by Miss Mildred Burrage of Wiscasset, who also is director of the Index of Maine Design, a collection of material for the use of Maine craftsmen and designers. The folder was superseded in 1950 by an enlarged version of the same idea, called *Handcraft Trails.* It is a simple guide to the workshops of outstanding Maine craftsmen, who meet the requirements of the sponsors as to artistic quality of product.

A sampling of the variety of handcrafts produced by these select artisans includes silver jewelry, hand woven tweeds, woolen materials, linens, pine furniture, pottery painted and stenciled in traditional ways and in gay colors, decorated tin and wooden ware, woven, braided and hooked rugs, hand blocked and silk screened materials, hand cut Maine minerals, agate frogs, crystal balls, blankets, hand carved birds and animals, painted screens, nature jewelry, stuffed toy animals, wooden toys, boat models, sea chests, hand made knives, hand spun rabbit yarn, knotted curtains, bags, place mats and many other kinds of unique, original work produced in Maine by Maine people.

The new movement to encourage artistic standards on the part of Maine craftsmen has been summarized as follows by Carroll T. Berry of Rockport, first president of the Maine Coast Craftsmen:

> "There is an important kinship between arts and crafts—an artist must know how to handle his materials, and a craftsman cannot be a good craftsman unless he is also an artist."

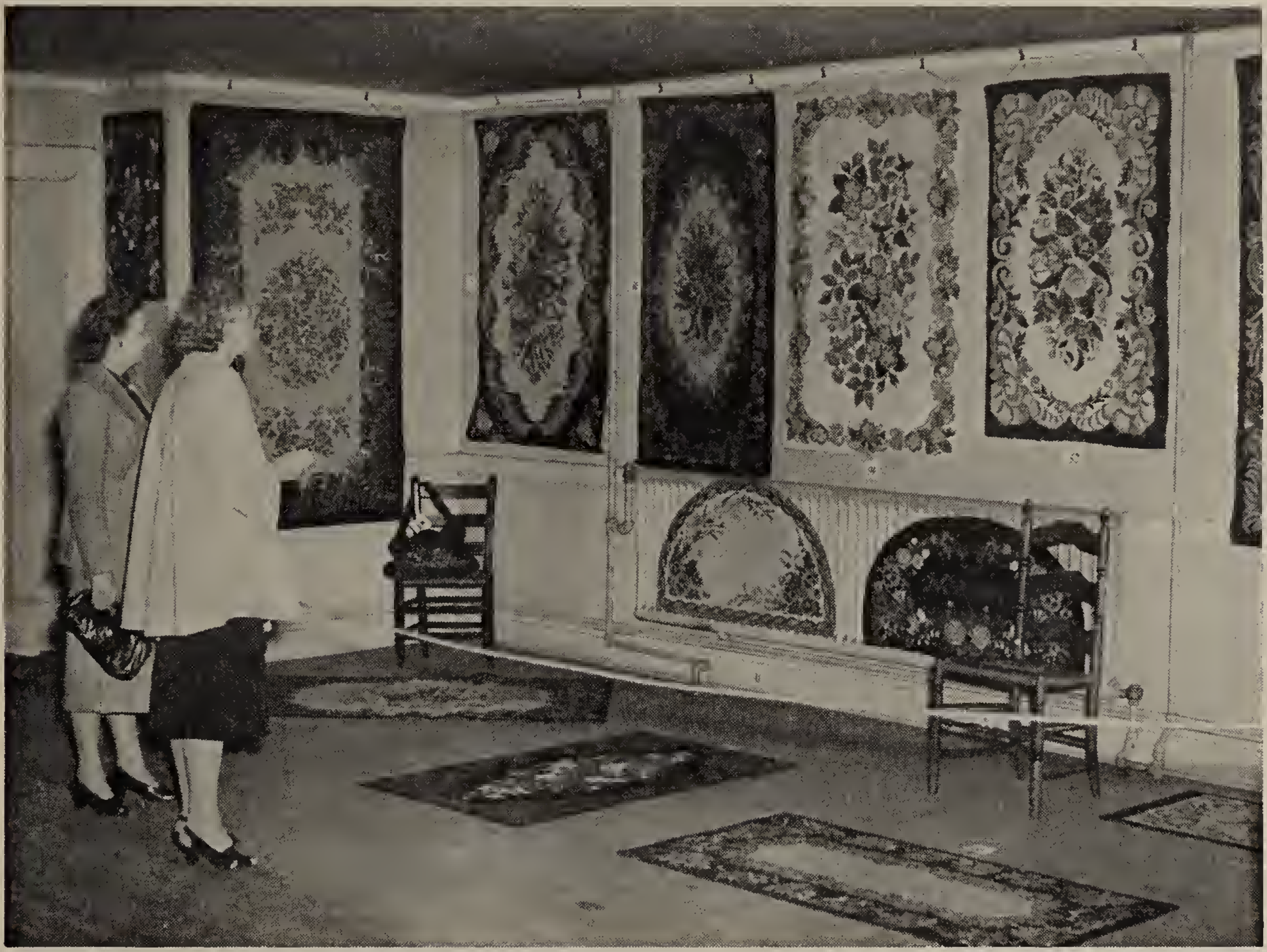
EXHIBIT
BY
MAINE COAST
CRAFTSMEN

***A Corner of the Maine Coast Craftsmen's Exhibit at a Hobby and Craft Show of the Belfast Branch***

The stated purposes of the Maine Coast Craftsmen are (1) to assist the members to improve and keep high their standards of craftsmanship; (2) to help the marketing of members' products; (3) to serve as a clearing house for information of interest and value to craftsmen. Considerable assistance to the movement also has been given by the Farnsworth Memorial Art Museum at Rockland. A Waldo County Chapter of the organization also has been organized at Belfast and a Lincoln County Branch has been organized in the Wiscasset-Damariscotta area.

Leading craftsmen from this group also gave considerable assistance to the "Her Own Business" program sponsored by the State Department of Labor and Industry in 1950. Patterned after a similar program in New York State and the second state in the Nation to adopt it, the professional craftsmen were able to give expert advice to nearly 1,000 Maine women who produce things in their homes during clinics held in 1950 at the University of Maine in Orono and in Portland.

Just as there is an important kinship between arts and crafts, so also is there a kinship between crafts and industry, many developments in the latter field stemming from creative work and skills of craftsmanship. Thus, several important Maine textile designs and products originated in craft work and scores of small industries are located throughout the State as the result of craft products. Hooked and braided rug making, wooden bowls, Colonial and antique furniture reproductions, hand loomed textiles, Maine mineral and jewelry products, many novelty items, silk screened and block print products are among the typical small industries located in many communities which originated from handicraft work. Perhaps the most outstanding example of all is the fine glassware produced between 1864 and 1873 by the Portland Glass Company, rare collector's items today. Their famous patterns include the "Tree of Life" and "Grape Leaf and Buckle."



*A Hooked Rug Display at the Annual Handcraft Exhibit of the Woman's Literary Union in Portland*

Metal working, in tin, iron, copper and silver, was practiced by Maine's earliest Colonial craftsmen, but the most famous of all early products were the ships' figureheads, trail boards and mast sheaths popular during Maine's shipbuilding heydays. Maine "pumpkin pine'' made an ideal material for such carvings, which were brightly painted and some even gold-leafed. Colonel C. A. L. Sampson of Bath was one of the most noted of these Maine ship carvers and his work was carried on by William Southworth. Between the two, their shop turned out hundreds of ships' figureheads and other ships' carvings. Edward S. Griffin of Portland, Harvey Counce of Thomaston and Woodbury Potter of Bath also were noted ships' carvers. This art also was carried over into decorations for homes and public buildings, especially in the coastal towns.

*Florence Ives Gookins in Her Noted Weaving Shop at Ogunquit*

While needlepoint, rug work and embroidery are artistic skills dating back to earliest Maine days, ceramics and jewelry designing has come to the fore mostly in the present century and increasing attention is being paid to them. One of the most noted ceramic centers is at Blue Hill, where Rowantrees Pottery has acquired a national reputation. Ceramist Laura Paddock there designs and supervises the execution of thousands of pieces for exclusive shops throughout the country.

Libraries throughout the State also are taking part in the general handicraft development program, building up growing reference listings and holding frequent exhibits and sponsoring classes. Maine gift shops also report an increasing demand for Maine handicrafts and frequently invite Maine craft workers to demonstrate their skills to the public. Maine clays and minerals are coming into increasing use in the several kilns set up in workshops and homes.

Outstanding notes of interest on Maine handicrafts gathered by the Maine Publicity Bureau during its December, 1950, State-wide publicity promotion of the handicraft subject included:

Charles Abbott of South Berwick is Maine's leading authority on glazes and his pottery has been displayed in the Nation's leading museums.

One of Maine's outstanding bird carvers is Dorothy Washington of Edgecomb, whose life-like Maine chickadees (the official State Bird), cardinals, orioles and other varieties pose gracefully on bits of driftwood.

Maurice Day of Damariscotta, former associate of Walt Disney, is one of Maine's most versatile craftsmen. Artist, designer and photographer, his model Maine fish houses, carved from driftwood, have been show "hits" in recent years.

Creators of hand made Maine toys of special note are Jay and Marge Hanna of Rockport, with their seacoast blocks and other items; the Coles of Newcastle, with boats, buoys and other wooden items; whose unusual stuffed animals and Myrilla Libby of Wiscasset, were featured in a recent national magazine issue.

Beautiful tweeds of unusual or standard design are coming from hundreds of Maine hand looms, such as Peggy Ives Fabrics, Ogunquit; Tenafly Weavers, Round Pond; and Old Academy Handcrafters, Paris Hill. The work of these three shops is nationally-known.

The Luther Fowlers of Bremen and Clifford Russell of Woolwich are noted for their sterling silver creations. The latter especially is gaining note with sterling jewelry of unique Maine designs, such as nautical charms, pine cone fobs, sea urchins bracelets, anchor tie clasps and seaweed pins. The last item also is produced by Jean Blakemore of Boothbay Harbor.

Handloomed fabrics, fine furniture and woodworking, leather tooling in Maine woods designs and fine metal work are among the many craft items produced by the Kingfield Craftsmen. The Franklin County craft center also makes wooden looms of all sizes and designs.

One of Maine's jewelry craftsmen is Madeline Burrage of Wiscasset. Her beautifully wrought designs, using specially cut Maine gems, are sought frequently for museum displays.

Wood engravings and etchings by Carroll Thayer Berry of Rockport are found in many museums and in the Library of Congress.

Fine furniture craftsmen such as the Walkers at Bridgton, Ogden at Hanover and makers under such names as Vacadia, Shop-in-the-Pines, Woodencraft, Pine Lyne and Pinecrafters are furnishing houses from Maine to California.

Among artisans in woodenware developing an excellent line of products is Blanchard, in the Moosehead Lake region.

Charles Chase of Wiscasset is nationally recognized as one of the country's leading sculptors in wood. His birds have been exhibited in leading museums.

Enameled copper bowls of striking beauty are created by Jason Schvener of Georgetown. Hilary Howard of Cape Elizabeth also produces copper bowls in Maine designs.

Prominent designers of Maine Christmas cards include Frank Hamabe of Rockland and Janet Scott Berry of Rockport.

Cutting, carving and polishing of Maine gems are among the specialities of several Maine mineral experts, including Perham of West Paris, Bickford of Norway and Skillin of Freeport.

*Maine Gems*

K. K. Thompson of Trenton is noted as a carver of ship models.

Maine ceramists of note include Viberts of Sullivan, Elizabeth Sewell of Liberty and Howard and Eleanor Jones of Rockport.

John Upton of Bremen is rated as one of Maine's top master craftsman wood carvers.

Handprinted table linens and drapery fabrics, using Maine themes, are executed at the Catherine Adams Studio, Camden.

Early American reproductions in knotty pine and hand painted country tin are produced by the Barchards at Cape Elizabeth.

Gillman T. McFarland of South Bristol is noted for his hand carved sea and shore birds in miniature, mounted on driftwood.

Wooden toys, gadgets and looms are the specialty of Glen B. Caswell of Kingfield, while Mrs. Caswell does fine hand weaving, with baby blankets a specialty.

The Brick Store Museum, Kennebunk, has year-around exhibits of Maine handicrafts and also sponsors classes taught by professionals.

It is estimated that several thousand Maine people are engaged in handicraft production, many of them on a professional basis.

# CHAPTER XIX

## *Labor and Industry*

THE tendency of Maine people, individually, has been to shoulder a large share of responsibility for any enterprise in which they are engaged. Within reasonable limits, the same tendency manifests itself alike among representatives of capital and of labor. As a result, class divisions are either less sharp than elsewhere, or utterly unknown. Human values have persisted in the employer-employee relationship to a degree that has not been true of some more highly industrialized states.

The terms "capital" and "labor" are known to Maine people, but an essential and deeply founded democracy makes it possible for any person to approach another and talk to him if necessary. The "unapproachable" person has no place in Maine, whether he be capitalist, political leader or labor union executive. The humblest citizen is welcome at any office in the State House in Augusta, right up to and including the Governor's; and the employee performing the most menial services is, similarly, welcome for a man-to-man talk with the head of a utilities company or a large industrial enterprise. There is an historic tendency in Maine for human brotherhood to pass the stage of mere preachment and into the phase of daily action in life. Here men meet as individuals, each different from the next man, and with a right to be different. Some even find this love of the "freedom to be different" approaching the stage of indifference.

In a state where people preserve this sense of freedom, balancing it against the freedom of others with an almost deliberate and studied determination, capital and labor cannot be set against each other with the fierceness characteristic of some twentieth-century industrial areas. Here native intelligence frequently furnishes a protection for labor against the incursions of capital and union organizers alike. The Maine worker is suspicious of rosy promises without visible foundation in fact, regardless of their immediate manifestation or source. He is ingenious in dealing with his fellow man, as with natural or mechanical obstacles, which immediately become a challenge to him. These qualities make him a good worker when treated well by his employer, as well as a stubborn antagonist when he thinks he is being "played for a sucker."

For the most part he has had to be ingenious to deal with Maine's rugged forests. He has had to cope with the urgent realism of nature in the woods and on the waters. When a problem or an obstacle presents itself, he proceeds to solve it—in collaboration with others if possible, but individually if the desired co-operation does not offer itself. This characteristic applies on the farm, in the forest, in the commercial fisheries, or in the shop or factory. Many notable inventions have emerged from the minds of these Maine workers, who have evinced an ability to "think out" a problem and develop their own methods to solve it.

Untrained workers of such character naturally become skilled in an exceptionally short time, regardless of the field to which they turn their attention. When they take up a "job," they usually stay with it. They are not usually "drifters." Labor turnover has been historically negligible in Maine.

On the other hand, for whatever reasons, probably neither labor nor capital has, on the whole, made the "killing" that both have achieved in some more industrialized states. Yet, happily, the "class warfare" that has seized some areas has never been very welcome here. Labor peace in Maine has not been a forced peace, but the outcome of a largely commendable will toward understanding, peculiarly strong in most Maine people.

Prior to the mid-nineteenth century a "labor movement" was unknown in Maine. In the post-feudal economy of the early colonial landed proprietorships, there could have been no such "movement." Only the deepest study could reveal in what respects men of that early period fared better or worse than in later, freer times. Even records of such matters are scant, although it is known that between 1638 and 1645 an Englishman, John Winter, agent for the Trelawny interests on Richmond's Island, had as many as sixty men in his employ in fishing and shipbuilding. It is known that wages were small between 1727 and the Revolutionary War. The average daily wage was 2 shillings 8 pence, and 16 shillings were paid a man for his work and that of two oxen over a three-day period. The major work was making masts for the Royal Navy. It is known, too, that Revolutionary War conditions were particularly unstable and out of balance. Labor was scarce during the war, and inflation rendered wages of dubious meaning. The Rev. Thomas Smith wailed in his diary that "common laborers have four dollars a day, while ministers have but a dollar, and washerwomen as much." A barrel of flour cost more than his yearly salary.

By 1820 store clerks were receiving between $50 and $75 a year for their services. They also received their food, and usually lodging at the rear of the store or above it. In the shipbuilding and other hardier trades, part of the men's wages was usually paid in provisions and rum. It was in the winter of 1829 that the Maine Charitable Association considered a plan to change this almost universal custom. But so generally accepted was the procedure among both workmen and employers that such a change was at that time impossible. At 11 o'clock a bell was customarily rung as a signal for the workmen to take a rest and a draught of liquor. Whoever did not want it was regarded as a peculiar character, and was given no more wages in exchange for the liquor he did not drink. Still other labor conditions that would be universally branded as objectionable at the present time were accepted then as a matter of course in a shipbuilding trade that flourished after the Revolutionary War, and particularly after the Embargo of 1807. By 1832 Portland alone had 412 vessels employing 2,700 seamen. Conditions on many of these ships were what the average worker today would call unbearable (see Richard Henry Dana's "Two Years Before the Mast"), with ill treatment and mutiny sometimes accepted as a part of the day's work.

*Maine Shipbuilding and Shipyards*

By 1830, with completion of the Cumberland and Oxford Canal, and still more with completion of the Portland, Saco and Portsmouth Railroad in 1842, the character of Maine labor underwent some change. A "mutual benefit association" of employees of that railroad was one of Maine's early labor organizations, although it was not in any sense a "Union," but merely aimed at mutual aid in cases of accident, illness and the like.

There was a new influx of Irish and Italian workers into Portland at that period. The previous population had been made up of diverse groups which had become merged in the first part of the nineteenth century—English, French, Acadian French, Scotch-Irish, Welsh, Irish, Dutch and Germans. When the 1849 gold rush attracted many Maine people westward, a new experiment in colonization was worked out —the planned settlement of New Sweden by a group of Swedish people brought into the state in 1870. After 1869 many workmen came from Scotland, England and the French-speaking portions of Canada, usually for specialized work in factories, mills and lumber camps. Northern Europeans, notably Finns, have joined the French Canadians in the Maine lumbering industry, while Norwegians, Swedes and Icelandic people have come to this state to engage in fishing, shipping and quarrying, mainly in the coastal regions. Russians, Lithuanians and Poles have also settled to a considerable extent in Knox County. Jews, Italians, Greeks and Syrians have established themselves in the cities with the rise of Maine industry, perhaps mainly in Waterville and Millinocket; and even a scattering of Albanians, Turks and oriental people have settled in the state. Most of the Indians have been centered about the Old Town and Pleasant Point reservations, although many of them have come out into the state to take employment in the white men's industries. Negro population is around 1,000, mainly concentrated in Portland and Bangor. The major non-English population is, however, French and French Canadian, numbering perhaps one-eighth or slightly more of the total; and other outstanding national stock is probably German. Most of these nationalities have been suffused with the general Maine spirit, described above.

Still, the introduction of industry led to a cry for better working conditions. In 1851 John Sparrow, manager of the Portland Company, addressed a petition to officers of the corporation, recommending a ten-hour working day. Previous to that time there had been no thought of limiting hours, the only limitation being completion of the work to be done. Although the Portland Company actually instituted a ten-hour day, as Mr. Sparrow urged, its example was not readily followed.

The ten-hour day thus became one of the first goals of "organized labor" upon formation of numerous unions in the 1860s and afterward. In 1863 the first labor union, Typographical Union No. 75, established itself in Portland, with a membership of about thirty, and obtained a ten-hour day and a six-day week for its workers. Its wage scales were $13 a week for day work and $15 a week for night work. But in that same year—1863—employees of the Portland Glass Works went on a "watch and watch" system, consisting of six hours on duty and six hours off, totaling a twelve-hour day. At that same time in Boston, Wendell Phillips was contributing generously to the eight-hour day movement.

Labor unions in other more industrial regions had been forming in increasing numbers for twenty or thirty years or more. The growth of such organizations was particularly great in the period from December, 1863, to December, 1864, as reported by "Fincher's Trades' Review," a four-page weekly founded June 1, 1863, which soon afterward attained a circulation of 11,000 in thirty-one of the thirty-six states, as well as in three Canadian provinces and eight English cities. The year 1863 was one of wartime economic crisis in the United States. With men in the armed forces, women were working double shifts in the New England textile mills, and wholesale prices were 59 per cent above those of 1860. By 1864 they were 125 per cent above the 1860 figures. In July, 1863, retail prices had risen 43 per cent and wages only 12 per cent. By July, 1865, after the end of the Civil War, retail prices were 76 per cent above the 1860 base, and wages were 50 per cent higher. Little wonder that labor unions flourished! The numbers of unions in different states, as reported by "Fincher's Trades' Review," therefore take on special interest:

| State | December, 1863 | December, 1864 |
|---|---|---|
| Connecticut | 2 | 6 |
| Delaware | — | 1 |
| Illinois | 1 | 10 |
| Indiana | 3 | 17 |
| Kentucky | 2 | 8 |
| Maine | 1 | 7 |
| Maryland | — | 1 |
| Massachusetts | 17 | 42 |
| Michigan | 4 | 9 |
| Missouri | 4 | 9 |
| New Hampshire | 3 | 5 |
| New Jersey | 4 | 10 |
| New York | 16 | 74 |
| Ohio | 4 | 16 |
| Pennsylvania | 15 | 44 |
| Rhode Island | 1 | 7 |
| Tennessee | — | 2 |
| Vermont | 1 | — |
| Virginia | 1 | 1 |
| Wisconsin | — | 1 |
|  | 79 | 270 |

Railroad employees began organizing in Maine in 1871, when the locomotive engineers took steps in this direction. In 1881 Great Eastern Lodge No. 4 was formed—a joint union of firemen and enginemen. Conductors did not organize until 1890, and were followed in 1896 by the trainmen, who established Henry W. Longfellow Lodge No. 82 of the Brotherhood of Railroad Trainmen, which grew faster than any of the others and finally had to be split in 1920 because of its unwieldy size. Relationships with the companies were amicable through all those years, and were free from strikes except in a single instance. That instance occurred on July 18, 1910, when workers on the Grand Trunk Railway were called out in connection with a demand for higher wages. They won their case, and returned to work August 4.

In 1881 the Portland Longshoremen's Benevolent Society came into being. It was followed in 1882 by the Portland Laborers' Benevolent Union, the preamble to whose constitution read in part: "Realizing the fact that for years the class of laborers employed throughout the city as assistants to builders and mechanics on excavations and improvements, have not been dealt with in that just manner which is conducive to their well being, and wishing to advance their interests as regards remuneration for labor performed, we shall in the future be subject to the tariff which shall be formulated and adopted by this association, and without becoming arbitrary in our demands, shall always and by every legalized means endeavor to obtain a 'fair day's pay for a fair day's work,' and also mutually assist each other in obtaining just demands from employers in all cases where those demands may be disputed or withheld. . . . We shall be benevolent by forming a fund for the relief and sustenance of any of our body, who may become sick or disabled, and endeavor in all cases to discharge our duty to the sick, by attending to their wants, and also, in the event of death, to use our funds in such manner as hereafter stipulated in our Constitution."

In 1883 the Portland Bricklayers' and Masons' Benevolent and Protective Union was formed, not only to provide a system of benefits, but also to take up such matters as wages and hours of work and to fight the discharge of a worker because of membership in the organization. Wherever members were in the majority, they were prohibited from working with non-union men. This union also protected its contractors, who agreed to pay $3 a day for a ten-hour day, by forbidding its members to work for others than contractors.

In 1885 Portland Typographical Union No. 75 was reorganized and chartered as Local No. 66 of the International Typographical Union, which in turn was then in process of becoming affiliated with the American Federation of Labor, to be born in December, 1886, at Columbus, Ohio. The carpenters and painters were organized in that same decade, although the present charters of the Portland locals of the Carpenters' and Joiners' Union and the Brotherhood of Painters, Decorators and Paper Hangers are dated 1900. The Portland Central Labor Union was organized in 1900 to co-ordinate the local activities of American Federation of Labor unions. Today this Central Labor Union has more than thirty affiliates.

Subsequent organizations included the Portland Musicians' Union, Local No. 364 of the American Federation of Musicians, chartered in 1904; the International Seamen's Union, which opened an office in Portland in 1936 as an American Federation of Labor Union, but in 1937 became the National Maritime Union, the first Portland organization to be affiliated with the Congress of Industrial Organizations; the Portland Newspaper Guild, charter in 1937. The United Truck Drivers of Maine was organized in 1936 as an independent union, but in 1937 it became Local No. 340 of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers, in the American Federation of Labor.

The upsurgence of labor organizations in Maine in the mid-1930s followed the passage of many new federal labor laws in Washington, D. C. But, in situations with or without unions, labor relationships in Maine follow a typical pattern. Increases in union membership have gone hand in hand with relative freedom from strikes, and employers have seldom refused to meet with employee representatives when requested to do so. Strikes have tended to be brief and relatively peaceful. Portland's worst strike, for instance, was the street-car strike of July, 1916, which lasted five days, completely tying up local passenger transportation. The cause of the strike was the discharge of employees who had taken part in organizing a union. At the conclusion of that flare-up, the Portland *Evening Express* and *Advertiser* commented "that out of a group of 400 men not one had resorted to any but legitimate means for gaining the ends they sought was considered a feature of the strike of which few cities in America have been able to boast."

In the turbulent 1880s prison labor was another question that arose in Maine. The State Prison at Thomaston, dating back to 1824, had been centered at that spot because it was believed that the excellent limestone quarry there, formerly the property of ex-Governor King, would make it possible for the institution to pay its own operational expenses on the basis of convict-made goods. Incidentally, that early dream was not achieved, at least partially because of crooked account keeping—a practice uncovered by James G. Blaine, appointed by Governor Lot M. Morrill at the behest of the 1858 Legislature to investigate the failure of convict labor to pay the prison's running expenses. Also, the number of prisoners had increased and the supply of limestone had decreased. Then many of the prisoners began working the granite quarries near the prison. Others manufactured lime, or became wheelwrights, blacksmiths, coopers or shoemakers. Excellent shoes were made here for Maine's soldiers during the Civil War, but post-war efforts along these lines proved unprofitable, and the prisoners made carriages for a time. In 1887 Governor Joseph R. Bodwell suggested a further diversification of convict labor, chiefly because of complaints of cheap prison competition to manufacturing industry in the state. Harness-making has been a field in which the State Prison has excelled.

Maine's workers naturally enjoy the benefits of federal labor legislation stipulating minimum wages and maximum hours of work.

Employers and workers alike have peaceably co-operated in enforcement of the Wage-Hour Law and other measures.

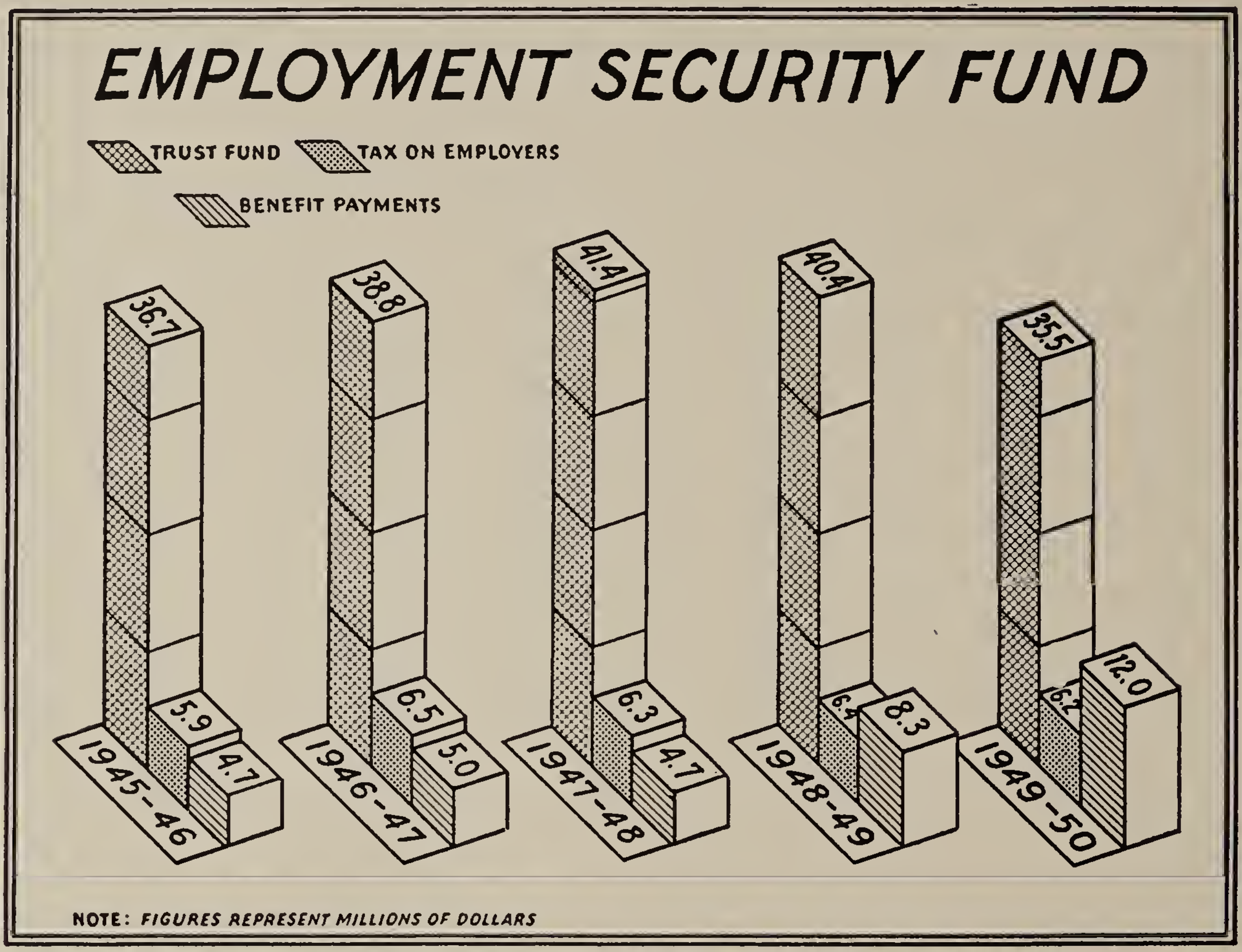
Maine workers also benefit from operation of the Maine Employment Security Fund, revenues of which are derived from a payroll tax on employers and interest earned on surplus funds deposited with the federal government. These funds are used exclusively for the payment of benefits to eligible unemployed. Net taxes collected are deposited in a trust fund with the federal government to earn interest, and amounts required for payment of benefits are requisitioned from the trust fund as needed. Administrative expenses of the Employment Security Fund Commission are financed by federal grants, earmarked revenues for this purpose for the year ended June 30, 1950, amounting to $1,075,300.69. This amount, added to $86,604.18 reserved for authorized expenditures at the start of the year, made a total available of $1,101,745.87. Expenditures on the administrative side were $1,070,389.41, leaving an unspent balance of $31,356.46 as of June 30, 1950.

Revenues for the general fund, with benefit payments, are revealed in the following comparative statements for the years ended June 30, 1949, and June 30, 1950, respectively:

COMPARATIVE OPERATING STATEMENT AND SURPLUS ANALYSIS
YEARS ENDED JUNE 30

| | 1950 | 1949 |
|---|---|---|
| Net Revenue from Tax on Employers | $ 6,171,699.53 | $ 6,395,435.19 |
| Fines, Forfeits and Penalties | 8,066.50 | 6,212.71 |
| Interest on Deposits with U. S. Treasury | 820,629.31 | 905,371.75 |
| Federal Grants | — | 8,000.00 |
| Total Revenues | 7,000,395.34 | 7,315,019.65 |
| Net Benefit Payments | 11,984,181.90 | 8,266,685.41 |
| Excess of Revenues over Expenditures | (4,983,786.56) | (951,665.76) |
| Adjustment of Previous Years' Transactions | — | 8.52 |
| Net Change in Surplus | (4,983,786.56) | (951,657.24) |
| SURPLUS AT START OF YEAR | | |
| Clearing Account | 178,844.22 | 184,187.80 |
| Benefit Account | 213,897.39 | 222,582.80 |
| Trust Fund | 40,417,231.18 | 41,354,859.43 |
| | 40,809,972.79 | 41,761,630.03 |
| SURPLUS AT END OF YEAR | | |
| Clearing Account | 195,610.25 | 178,844.22 |
| Benefit Account | 134,715.49 | 213,897.39 |
| Trust Fund | 35,495,860.49 | 40,417,231.18 |
| | $35,826,186.23 | $40,809,972.79 |

Graphically, the status of the Employment Security Fund with regard to revenues, benefit payments and trust fund levels is shown, comparatively, in the following chart contained in the biennial report of the Maine Department of Finance for 1949 and 1950:



NOTE: *FIGURES REPRESENT MILLIONS OF DOLLARS*

Since 1915 Maine has had a workmen's compensation law to guarantee restitution to employees for injuries suffered on the job. The Department of Labor and Industry was created in 1944 to carry on a variety of work on behalf of the state itself to enforce laws of employment, working conditions and other regulations. Miss Marion E. Martin is commissioner of the Department, one of the major functions of which is to collect and compile statistics and facts relative to industrial activity and conditions indicating the needs of labor.

These statistical reports indicate that York was the busiest county, with 23,737 workers in 1947. Androscoggin and Cumberland County were next, with 18,373 and 14,735 respectively. In contrast, however, the value of products made in Androscoggin and Cumberland counties rose very sharply from 1945 to 1947, becoming almost as great as the value of products made in York County, although the number of workers producing them and the total payrolls remained considerably lower than those of York County.

Industry by industry, the following chart indicates the accomplishments of Maine labor in 1949:

## VALUE OF PRODUCT, EMPLOYMENT AND EARNINGS BY TYPE OF INDUSTRY

1949

| Type of Industry | Number of Establishments Reporting | Value of Product | Employment | | | |
|---|---|---|---|---|---|---|
| | | | Male | Female | Total | Total Wages |
| Food and kindred products. | 358 | $105,050,191. | 9,938 | 10,432 | 20,370 | $ 18,734,475. |
| Textile Mill Products...... | 78 | 209,189,592. | 15,598 | 10,563 | 26,160 | 62,386,409. |
| Apparel and other fabricated textile products... | 38 | 8,947,975. | 248 | 1,511 | 1,759 | 2,510,285. |
| Lumber and wood products | 402 | 62,754,983. | 9,111 | 2,184 | 11,295 | 19,734,453. |
| Furniture and fixtures..... | 32 | 4,045,978. | 605 | 132 | 737 | 1,378,388. |
| Paper and allied products.. | 46 | 206,365,332. | 14,506 | 1,980 | 16,486 | 48,221,111. |
| Printing and publishing.... | 81 | 10,775,774. | 1,311 | 410 | 1,721 | 4,414,701. |
| Chemicals and allied products.................. | 42 | 13,772,310. | 616 | 68 | 684 | 1,436,799. |
| Leather and leather products.................. | 98 | 113,769,717. | 8,744 | 9,563 | 18,307 | 33,163,322. |
| Stone, clay and glass products.................. | 45 | 6,629,883. | 1,080 | 31 | 1,111 | 2,617,437. |
| Primary metal industries.. | 16 | 3,729,571. | 457 | 39 | 496 | 1,085,089. |
| Fabricated metal products. | 40 | 18,211,161. | 1,319 | 203 | 1,522 | 3,793,857. |
| Machinery (except electrical).................. | 26 | 49,503,355. | 4,774 | 649 | 5,423 | 16,581,592. |
| Transportation equipment° | 56 | 26,812,778. | 6,005 | 239 | 6,244 | 23,889,694. |
| Optical and ophthalmic goods................. | 9 | 561,895. | 58 | 15 | 73 | 176,623. |
| Miscellaneous manufacturing industries........... | 35 | 3,255,653. | 287 | 288 | 575 | 711,814. |
| Not elsewhere classified.... | 7 | 800,141. | 99 | 81 | 180 | 220,486. |
| Total.................... | 1,409 | $844,176,289. | 74,756 | 38,388 | 113,143 | $241,056,535. |

° Includes employment and earnings for Portsmouth Naval Shipyard but no value of product for this establishment is included.

The Maine Department of Labor and Industry reports the state's industries as "reasonably free of strife and controversy." Of 1,160 industries in the state, 163 had union contracts or agreements in 1948. The labor commissioner has served as mediator in some disputes, while the Board of Arbitration and Conciliation has handled a few. Department inspectors make inspections of factories, hotels, restaurants, laundries, bowling alleys and stores, and the Department also issues work permits for minors. In 1950 the Department reported having issued 234 such work permits for minors under sixteen years of age during the year, and 5,675 such permits for the age group between sixteen and eighteen.

Safety work is included within the domain of the Department of Labor and Industry. In addition to hundreds of inspections periodically, conducted with a view to preventing accidents through the installation of all manner of mechanical safeguards, the Department instituted, in January, 1950, a Safety Inspectors' Training Course in collaboration with the Bureau of Standards of the United States Department of Labor. Roland Blake, chief safety engineer of this federal bureau, conducted the course, assisted by two safety inspectors of the Maine Department of Labor and Industry, two safety inspectors of the Massachusetts Department of Labor and Industry, four plant safety directors from Maine and a member of the Industrial Cooperation Department of the University of Maine. Between July 1, 1948, and December 31, 1949, 6,601 industrial accidents were reported to the state.

Another departmental activity was participation in a statewide clinic, on May 27, 1950, at the University of Maine, covering every phase of "Her Own Business" program. The major portion of that project consisted of imparting information on how to start a small business through development of a product, a service or a shop. Five hundred men and women attended the clinic, coming from 105 cities and towns in all sixteen of Maine's counties. All brought displays, and many took orders while visiting Orono. Some of the women obtained sufficient orders at the clinic to keep them busy for months to come. Maine was the second state in the Union to introduce this type of program, New York having been the first. The program was authorized by the Governor and his Council on December 21, 1949, when a six-month appropriation of $4,500 was granted for the purpose from the contingent fund. The idea originated in an effort to help women put their special talents to use in their own homes.

The Department of Labor and Industry employed a senior statistician on September 1, 1949, to make its statistical and fact-finding function more serviceable to employers, employees and the public.

Following is the list of labor unions in Maine in 1950 as compiled by the State Department of Labor and Industry:

## LABOR UNIONS

### AMERICAN FEDERATION OF LABOR

State Federation of Labor: Benjamin J. Dorsky, President, Pier Street, Bangor.

Central Labor Unions: Bangor, Millinocket, Portland (also Auxiliary), Waterville and Woodland.

Building and Construction Trades Councils: Bangor, Bar Harbor and Portland.

Bakery and Confectionery Workers International Union of America: Local, Portland.

Barbers, Hairdressers and Cosmetologists International Union of America, The Journeymen: Locals in Bangor, Biddeford, Portland and Rumford.

Boiler Makers, Iron Shipbuilders and Helpers of America, International Brotherhood of: Portland.

Boot and Shoe Workers Union: Belfast.

Bricklayers, Masons and Plasterers International Union of America: Locals in Auburn, Augusta, Bar Harbor, Calais, Portland, Saco, Skowhegan and Waterville.

Bridge, Structural and Ornamental Iron Workers, International Association of: Portland.

Building Service Employees International Union: Portland.

Carpenters and Jointers of America, United Brotherhood of: Locals in Auburn, Augusta, Bangor, Bar Harbor, East Millinocket, Greenville Junction, Millinocket, Portland, Rockland, Waterville and Woodland.

Cement, Lime and Gypsum Workers International Union, United: Rockland and Thomaston.

Chemical Workers Union, International: Houlton.

Cigarmakers International Union of America: Bangor.

Electrical Workers of America, International Brotherhood of: Locals in Kittery, Millinocket, Portland (3), and Rockland.

Elevator Constructors, International Union of: Portland.

Hoisting and Portable Engineers Union: Portland.

Fire Fighters, International Association of: Lewiston and Portland.

Firemen and Oilers, International Brotherhood of: Locals in East Millinocket, Livermore Falls, Madison, Millinocket, Pejepscot, Portland and Woodland.

Ladies' Garment Workers Union, International: Portland.

Granite Cutters International Association of America: Locals in Frankfort, Franklin, Lewiston, North Sullivan, Stonington and Winterport.

Hod Carriers, Building and Common Laborers of America, International: Locals in Bangor and Portland.

Longshoremen's Association, International: Locals in Bucksport and Portland (four, including two Seafood Workers Locals).

Maintenance of Way Employees, Brotherhood of: Locals in Brownville Junction, Bryant Pond, Houlton, Portland, Presque Isle, and Waterville.

Marble, Stone, and Slate Polishers, Rubbers and Sawyers: Tile and Marble Setters and Helpers and Terrazzo Workers and Helpers, International Association of: Monson.

Meat Cutters and Butcher Workmen of North America, Amalgamated: Portland.

Molders and Foundry Workers Union of North American International: Locals in Millinocket, Portland and Waterville.

Musicians, American Federation of: Locals in Biddeford, Lewiston and Portland.

Office Employees International Union: Locals in Bath, Madawaska and Millinocket.

Painters, Decorators, and Paper Hangers of America, Brotherhood of: Locals in Augusta, Bar Harbor, Millinocket and Portland.

Paper Makers, International Brotherhood of: Locals in Augusta, Bangor, Bar Mills, Bucksport, East Millinocket, Gardiner (2), Lincoln, Lisbon Falls, Livermore Falls, Madawaska (2), Madison, Mechanic Falls, Millinocket, Rumford, Waterville and Woodland.

Plumbing and Pipe Fitting Industry of the United States and Canada, United Association of Journeymen and Apprentices: Locals in Bar Harbor, Lewiston, Millinocket and Portland.

Post Office Clerks, National Federation of: Locals in Augusta, Bangor, Orono and Portland.

Printing Pressmen and Assistants Union of North America, International: Locals in Bangor and Portland.

Pulp, Sulphite and Paper Mill Workers, International Brotherhood of: Locals in Augusta (2), Brewer, Brownville, Bucksport, Chisholm, East Millinocket, Greenville Junction, Houlton, Howland (2), Lincoln, Livermore Falls, Madawaska, Madison (2), Millinocket (2), Old Town (3), Patten Pejepscot, Phillips, Readfield, Topsham, Rumford (2), Waterville (3), Westbrook, and Woodland.

Railway Car Men of America, Brotherhood of: Locals, Portland (2).

Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, Brotherhood of: Locals in Bangor, Portland (5) and Waterville.

Seafarers International Union of North America: Portland.

Shipyard Workers, Inc., Independent Brotherhood of: Bath.

Slate, Tile and Composition Roofers: Damp and Waterproof Workers Association, United: Mechanic Falls.

State, County and Municipal Employees, American Federation of: Portland.

Stereotypers and Electrotypers Union of North America, International: Bangor, Lewiston and Portland.

Street, Electric Railway and Motor Coach Employees of America, Amalgamated Association of: Locals in Bangor, Portland and Sanford.

Telegraphers, The Order of Railroad: Locals in Bangor, Franklin, Portland, Brownville Junction.

Textile Workers of America, United: Locals in Bangor, Dexter (3), Lincoln, Sanford, Sangerville and Waterville (2).

Theatrical Stage Employees and Moving Picture Machine Operators of the United States and Canada, International Alliance of: Locals in Bangor, Portland (2) and Lewiston.

Truck Drivers, Warehousemen and Helpers of America International Brotherhood of: Portland.

Typographical Union, International: Locals in Augusta, Bangor, Biddeford, Lewiston, Portland and Waterville.

Woolen and Worsted Workers of America, Federation of: Locals in Limerick, North Vassalboro, Sangerville, Wilton and Winthrop.

Bottlers Union: Bangor.

Federal Labor Union: Auburn, Orono and Sabattus.

Railroad Crafts of America, Brotherhood of: Waterville.

Firemen, Oilers and Shop Laborers, Stationary: Brownville Junction.

System Federation: Derby.

### CONGRESS OF INDUSTRIAL ORGANIZATIONS

Maine Council: George Jabar, President, 283 Water Street, Augusta.

Portland Council: Roscoe Fitzpatrick, 293 State Street, Portland.

Clothing Workers of America, Amalgamated: Locals in Belfast, Brunswick, Rockland and Waterville.

Furniture Workers of America, United: Portland.

Marine and Shipbuilding Workers of America, Industrial Union of: Bath.

Maritime Union of America, National: Portland.

Newspaper Guild, American: Augusta, Biddeford and Portland.

Office and Professional Workers of America, United: Portland.

Shoe Workers of America, United: Locals in Auburn, Lewiston, Old Town and Springvale.

Stone and Allied Products Workers of America, United: Frankfort, St. George, Stonington and Vinalhaven.

Textile Workers Union of America: Biddeford-Saco Joint Board (five locals); Lewiston Joint Board (five locals); locals also in Augusta, Old Town, Pittsfield (2), Portland, Skowhegan and Waterville (3).

### INDEPENDENT UNIONS

Barbers Guild: Portland.

Broadcast Engineers and Technicians, National Association of: Portland.

Draftsmen's Association, Bath Marine: Bath.

Federation of Labor, Independent: Portland.

Guards Association, Independent: Bath.

Locomotive Engineers, Brotherhood of: Bangor, Brownville Junction, Portland and Waterville.

Locomotive Firemen and Enginemen, Brotherhood of: Bangor, Brownville, Millinocket, Portland (2), and Waterville.

Machinists, International Association of: Locals in Bangor, Bucksport, Dexter, East Millinocket, Lisbon Falls, Lubec, Madison, Millinocket, Milo, Old Town (2), Portland (9), South Windham, Waterville (2), and Woodland.

United Mine Workers of America: Dixfield, Dover-Foxcroft and Rumford (District 50).

Paving Cutters Union of the United States and Canada: Hall Quarry.

Railroad Trainmen, Brotherhood of: Bangor, Brownville Junction, Calais, Houlton, Portland (2), and Waterville.

Railway Conductors of America, Order of: Brownville Junction and Portland.

Roundhouse Laborers, Brotherhood of: South Portland.

Shoe and Allied Craftsmen, Brotherhood of: Hallowell.

Shoe Workers Protective Association: Freeport and Lewiston-Auburn.

Telephone Workers, International Brotherhood of: Bangor.

Textile Union, Brunswick Independent: Brunswick.

Textile Association, Lewiston, Independent: Lewiston.

# PART III

(A County by County Descriptive Outline of City, Town and Country in Maine)

# ANDROSCOGGIN COUNTY

SMALL in area (459 sq. miles), but important for its industries, agriculture, convenience of recreational facilities on major travel arteries, Androscoggin County is located in the inland heart of South Central Maine.

The county was incorporated March 18, 1854, from parts of Cumberland, Oxford, Kennebec and Lincoln Counties. It contains 12 towns and two cities, with one of the latter, Auburn, as the county seat.

Its 1950 population was 83,717, a gain of 9.2 per cent over the 76,679 of 1940.

The "twin cities," Lewiston and Auburn, on opposite banks of the Androscoggin River 25 miles from the sea, form a commercial population and travel center for a wide area of more than 250,000 population. Within a 50-mile radius is more than one-half the population of the entire State of Maine, making this area second in the State only to Greater Portland in economic importance. The trading area claimed by the Chamber of Commerce includes Augusta, Bath, Berlin, N. H., Brunswick, Farmington, Gardiner, Lisbon Falls, Mechanic Falls, Norway, Rumford, South Paris, Waterville, Wilton and Winthrop.

The two cities also have been called the "industrial heart" of Maine, for they contain the greatest concentration of shoe and textile mills in the State. More than 14,000 workers are employed by a dozen textile mills, nearly two score shoe factories and other industries, including leather heels, leather novelties, belting, dress goods, bricks, sheet metal, lumber, furs, medicines, cigars, beverages, printing and other lines.

Lewiston Falls and Dam, best viewed from the North Bridge, main artery connecting the two cities, provide a spectacular sight during Spring freshets. The granite dam increases the 40-foot natural fall of the Androscoggin River at this point by more than ten feet and diverts water into a mile-long canal supplying the various textile mills.

In the western section of the County is the famous lake and resort area of Poland Spring, capped by the world-renowned Poland Spring Hotels. The Poland Spring House and Mansion House on Ricker Hill, a 5,000-acre resort established by the famous Ricker family, command a broad panorama of hills and lakes. The sunsets from Ricker Hill are among the most beautiful sights in Maine, a feature taken advantage of by locating the main dining hall of the Poland Spring House with large plate glass windows facing the west.

Grouped about the base of the hill, which has a famous golf course, are the five Range Ponds, with excellent fishing, boating and bathing facilities. Poland Spring also is the home of Poland Water, shipped around the world. The Spring House, with its gleaming marble and spotless metal interior, is visited annually by thousands.

Beyond Poland Spring are Tripp Lake and the southern end of Thompson Lake, which stretches into Cumberland and Oxford Counties. Overlooking these is Summit Spring Hotel, another famous resort, at the peak of Oak Hill, 700 feet high. This lake area is popular with tourists and vacationers, with excellent boating, fishing, hunting and water sports facilities. Mechanic Falls, largest community on the western edge of the County, is an important commercial and industrial center on the Little Androscoggin River in a pond and stream area.

Dairying, poultry raising, canning crops, apples and potatoes are the chief agricultural activities of the County. Canning factories are located at Auburn, Poland, West Minot, Livermore Falls and Leeds. Turner, Turner Center, Durham and Greene also are centers of farming areas based on livestock, vegetables and orcharding.

Livermore and Livermore Falls, at the northern tip of the County, are agricultural and industrial centers, the latter having one of the largest paper mills in Maine, a unit of the International Paper Company, a famous foundry whose industrial gate-valves are sold around the world, a large cannery and many commercial and service establishments. Numerous small ponds and streams also dot this area.

Lisbon and Lisbon Falls are in the southern section of the County, the latter the town's business center and site of the Worumbo Manufacturing Company, long famous for its coatings and other fine fabrics. The area of eastern Androscoggin County, reached through Wales, Webster, Sabattus, Greene, Leeds and East Livermore, adjoins the famous Kennebec Lakes Region and all of its streams, ponds and lakes, including Androscoggin Lake, are popular with fishermen, cottagers and vacationers.

Among scenic and vista points on main routes in the County are Mount Apatite, Auburn (500 feet); Ricker Hill, (580); Oak Hill (Summit Spring) (700); and Mount David, Lewiston, near the Bates College Campus, which commands panoramas of Bates, Lewiston-Auburn and the White Mountains, more than 50 miles to the west.

Scenic paved highway routes in the County include: Route 26 (from Gray to Poland Spring, Tripp Lake and Norway); Route 4, Auburn, South Turner, Turner, Livermore, Livermore Falls to Rangeley and Rumford; Route 202, the Gray-Auburn-Lewiston-Augusta main road; Route 136, the River Road, Auburn to Freeport; Route 196, from Lewiston to Lisbon Falls, Topsham and Brunswick; Route 11, from Naples through Poland, Mechanic Falls and Minot to Auburn, through a lakes and hills area; Route 106, Leeds and North Leeds, thence on Route 133 to Livermore Falls, another lake, hill and river area; and the 12-mile drive around Lake Auburn in Auburn.

Principal waterfalls are: Lewiston Falls and Dam (50-foot drop) best seen from the Lewiston-Auburn North Bridge; Gulf Island Dam at Greene (50-foot drop); Lisbon Falls and Dam; and Mechanic Falls and Dam, on the Little Androscoggin River.

Prominent recreational opportunities include fishing, swimming, and boating on all lakes and ponds, with local facilities available at most spots. Principal areas are: Lake Auburn, Auburn (fishing and boating, but no bathing); Taylor Pond, Auburn, swimming and boating; Androscoggin Lake, Leeds, fishing boating and swimming; the five Range Ponds, Thompson Lake and Tripp Lake, all in Poland, resort areas; Bear Pond Park, Howe's Corner, Turner, on Route 219, resort facilities; and Sabattus Pond, Webster.

Golf courses in the County are at Auburn, Martindale Country Club, nine holes, 35 par; Poland, Poland Spring Golf Course (18-71);

and Summit Spring (18-72). Harness racing is held in season at Leeds Fair Grounds and the Maine State Fair Grounds, Lewiston.

Both Lewiston and Auburn have several general purpose parks and playgrounds, while most towns have smaller parks and commons.

Recent stocking has provided Lake Auburn, on the northern outskirts of the city, with brook trout, brown trout, Chinook salmon and perch. Most lakes and ponds have perch, pickerel and smallmouth bass, while most brooks provide excellent trout fishing.

*Inspection at the Gagnon-Haskell Paint Manufacturing Plant, Auburn*

## Cities

Auburn—county seat of Androscoggin County, is a former Indian village and burial ground of the Anasagunticooks, on Laurel Hill, near the confluence of the Little and Big Androscoggin Rivers. It was first settled in 1786 and was separated from Minot and incorporated in 1842. The Danville section was annexed in 1867 and charter adopted in 1869. It is 34 miles northeast of Portland and is Maine's fourth largest city as to population, with a land area of 65 square miles. Its name was taken, tradition has it, from Auburn in Goldsmith's *The Deserted Village.*

With more than a score of shoe factories, it leads all other Maine communities in this industry. The first shoe industry in Maine was established here in 1836 in what is now West Auburn, but then a part of the Town of Minot, by Martin and Moses Crafts. Within 25 years 21 factories were producing more than 2,000,000 pairs of shoes a year in Auburn. Other industries now produce shoe supplies, awnings and tents, lumber, boxes, beverages, ice cream, meat products, bakery products and lesser items.

Extensive residental sections contain many fine old homes and stately mansions, while newer housing developments are gaining steadily. As a trading center for a rich agricultural district, on the major highway routes to western and northwestern Maine, it is also a busy commercial city. It has an excellent public library founded by Andrew Carnegie, with 50,000 volumes, and a county law library. Two savings banks, a trust company, a national bank branch, a building and loan association and a farm loan association are among its financial institutions.

An outstanding school system is one of Auburn's assets, while fourteen churches serve its citizens' religious needs. Spirited civic consciousness is manifested by numerous civic groups, such as an active Chamber of Commerce, service clubs, agricultural organizations and other assemblies. It is on the Maine Central and Grand Trunk railroad lines. The commission-city manager form of government has been in effect since 1918.

The Androscoggin Historical Society, which houses its reminders of pioneers in the courthouse at Auburn, has been established for many years and is increasing steadily its collection of valuable historical material. Auburn also is a supply center for hardware agricultural, automotive and sporting goods supplies. Lake Auburn provides an excellent water supply. Population in 1950 was 23,078, a 16.5 per cent gain over 1940.

LEWISTON—the second largest city in Maine, is 35 miles northeast of Portland on the east bank of Androscoggin River opposite Auburn. Its abundant water-power supply, controlled by a system of dams and storage basins early made it a logical industrial site and today it is the largest textile center in Maine and one of the most important in New England.

First settled by Paul Hildreth of Dracut, Mass., who built a log cabin on the banks of the river near Lewiston Falls in 1770, it was first called Lewistown. It was incorporated in 1795 as a town and in 1861 as a city, since which time it has continued under the mayoralty form of government.

The Great Androscoggin Falls, Dam, Lock and Canal Company was founded in 1836 to furnish power for the manufacture of cotton and woolen cloth and the first cotton mill was built the same year on the site where the Cowan Mill now stands. From that time on, the economy of the region changed from agricultural to industrial and the area prospered. The first woolen mill in Lewiston began operations in 1819. The Androscoggin and Kennebec Railroad was started in 1849 and had a leading role in development of the city, while the first national bank was incorporated in 1852.

Largest textile mills are three plants of the Bates Manufacturing Company—Bates, Hill and Androscoggin; Continental Mills, W. S. Libbey Company, and Cowan Mill, while allied lines such as bleaching, yarns and belting also are in the textile field. Other leading industries are shoes, baking, brooms, cabinets, confections, beverages, metal products, furs, memorials, incense, lumber, plastics, printing, wood products and yarns.

Within the city proper are three miles of stores, some 500 retail and nearly two-score wholesale establishments and more than 250 professional offices. Five modern banks serve the city, the First National Bank, the Lewiston Trust Company, and Manufacturers National Bank, the Androscoggin County Savings Bank and the People's Savings Bank. Two loan and building associations are active. Hotels, theaters, department stores and similar commercial facilities, along with a State Armory Auditorium seating 6,000 persons, have given Lewiston prominence as a convention city.

MAINE
Forest Fragrance

***Fir Balsam Products of the Paine Incense Company, Lewiston***

Lewiston also is the home of Bates College, with an enrollment in normal years of nearly 700 students and with a large registration for summer school courses. For more than 75 years Bates College has been known best for the educators it has trained for service in all parts of the world. Nearly half of its alumni are in the teaching profession and it ranks first among New England colleges in the number of its graduates who are principals of secondary schools. Since the turn of the century it has been a pioneer in the intercollegiate and international debating, achieving enviable honors year after year. Its beautiful campus spreads over 75 level acres, on which 26 buildings, mostly ivy-clad, stand amid shady elms, maples, lawns and gardens.

Lewiston's educational facilities include seven elementary schools, four parochial schools, twelve rural schools and a modern high school for more than 1,300 pupils. Three business colleges offer advanced courses for those who wish to specialize. Seventeen churches of eleven denominations serve religious needs. The Carnegie Public Library and the Bates College Library, with a total of more than 150,000 volumes, are sources of knowledge and pleasure to the people of the community.

The health of the community is protected by two well-equipped hospitals, the Central Maine General and St. Mary's. Three daily newspapers, the *Lewiston Sun* (morning), the *Lewiston Journal* (evening) and *Le Messager* (French), as well as radio stations WLAM and WCOU keep the community informed. Many fine musical groups, clubs and fraternal orders are represented. The Lewiston Chamber of Commerce is an active tourist, mercantile and industrial information and promotion bureau and has a national directory library of more than 250 volumes.

Outstanding buildings include the Sts. Peter and Paul Church, a massive, Gothic, cathedral-like structure built principally of Maine granite, high on a knoll; Kora Shrine Temple, with Harry Cochrane's famous Palestine murals; Lewiston Armory, City Hall, Dominican Sisters Convent, the two hospitals, the Bates College buildings, the DeWitt Hotel, the YMCA, Lewiston Post Office, Carnegie Public Library, United Baptist Church, Lewiston High School, Marcotte Home, and the larger textile factories.

Lewiston's 1950 population was 41.142, a gain of 6.6 per cent over 1940.

## Towns

DURHAM—on Route 136, Auburn to Freeport, in the southern corner of the County, 25 miles from Portland and 10 miles southeast of Auburn. An agricultural village with lumbering operations in a bend of the Androscoggin River opposite Lisbon. A moderately flat, wooded and farming town formerly called Royallsborough, after General Isaac Royall of Medford Mass. Part of the so-called Pejepscot Purchase, it first was settled by Charles Gerrish in 1763. Incorporated in 1789 and contains about 17,000 acres.

Most prominent buildings are on a hill called Shiloh, home of the Holy Ghost and Us Society, founded by the Rev. Frank W. Sanford at the turn of the century. Sanford was "Elijah" to his followers, with Adventist beliefs, and set a date for the end of the world. When the end failed to come as predicted, he announced that his personal direction from the Almighty was to set forth and convert heathens. He set sail from Portland Harbor in the 150-ton yacht, the *Coronet* and during the final voyage, in 1912, eight members of the party died of scurvy. He had trouble with the authorities on his return to Portland and from then on his following waned.

From time to time during recent years, reconditioning activities have been noted aboard the *Coronet,* still berthed at a Portland wharf, raising speculation as to its further use, but the public is given no authentic information.

At Shiloh a three-story main structure has a large five-story tower on its front, surmounted by a high-domed cupola supported by slender columns. Ornamental gateways with arched doors connect the main building with two-story, towered wings. An unusual homicide case occurred there two years ago when an intruder tried to "take over" from the remaining members of the cult.

Visitors are not allowed on the premises at any time, although the gilded towers may be seen for miles. Population in 1950: 1,047.

**Greene**—agricultural and lumbering village next north of Lewiston and formerly a part of Lewiston Plantation. First settled in 1773 and incorporated in 1788, named in honor of General Greene. A portion set off to Webster in 1895. A town of about a dozen hills, the main road from Lewiston to Augusta, Route 202, passes through its central valley. Most of Sabattus Pond lies in the southern section of the town. Hill Ridge, Little Sabattus Mountain and Clark Mountain (707 feet) are its highest hills. Allen Pond and Little Sabattus Pond are within its borders. Dairying, livestock, poultry, lumber, wood products and furniture are among its industries. A monastery of the Lithuanian Franciscans recently has been established on Route 202. Population in 1950: 9,710.

**Leeds**—next town north of Greene, on Routes 106 and 219. Dairying, livestock, poultry, canning, lumber, concrete pipe and summer camps. Includes the western section of Androscoggin Lake, from which Dead River flows into the Androscoggin. During high water on the latter river, Dead River sometimes reverses course and has built up a sand bar delta in middle of Androscoggin Lake. About a dozen ridges and hills rise from boggy valleys drained predominately by Allen Stream. Town contains 22,000 acres. Villages of South Leeds, Curtis Corner, West Leeds, Leeds and North Leeds. Former name, Littleborough, for Colonel Moses Little. First settled by Rodger and Thomas Stinchfield, 1779. Incorporated 1801. Population in 1950: 7,970.

**Lisbon**—next town southeast of Lewiston on eastern side of Androscoggin River, containing built-up areas of Lisbon Falls, Lisbon and Lisbon Center. Lisbon Falls and Dam at lower end of town, with principal business section. Worumbo Manufacturing Company at Lisbon Falls and Farnsworth Mills, Inc., at Lisbon Center. Also Bonafide Linoleum Mills. Weekly newspaper, *Lisbon Falls Enterprise,* edited and published by John Gould, noted Maine author and humorist.

Town set off from Bowdoin and incorporated 1799 as Thompsonborough. Name changed 1802. Automobile dealers and garages, bank branch, abattoir, seven churches, furniture factory, lumber, restaurants, high school, two theatres. Population in 1950: 4,317.

**Livermore**—in the northwest corner of the County, 20 miles north of Auburn on Route 4. Formerly called Port Royal. Incorporated in 1795 and named in honor of Deacon Elijah Livermore, one of the first settlers and proprietors. Dairying, orcharding, lumber, wood products novelties, summer camps. Villages of Livermore, South Livermore, Livermore Center and North Livermore. On western side of Androscoggin River. Rolling and hilly terrain, with bog area near riverside at Livermore Center. Long Pond, Round Pond, Bartlett Pond and Brettuns Pond. Shackley Hill (1120 feet), Rich's Mountain (780), Hackett Hill (940), Butter Hill (780). Ford Brook, Fish Meadow Brook, Keith Brooks, Beals Brook, Marion Stream. Population in 1950: 1,314.

Livermore Falls—northeastern corner of Androscoggin County, on east side of river and 30 miles north of Auburn on Route 4. Also on Route 133 from East Livermore, Wayne and Winthrop. Township formerly known as East Livermore, first settled in 1786. Set off from Livermore and incorporated in 1843. Livermore Falls is principal business section. Other sections: Shy Corner, Haines Corner, East Livermore and Strickland.

*Scene in the Record Foundry and Machine Company, Livermore Falls*

Industries: International Paper Company, Record Foundry and Machine Company (gate valves), cannery, vinegar works, creamery, automobile dealers and garages (10), Livermore Falls Trust Company, four churches, Livermore Falls *Advertiser* (weekly), two hotels, six restaurants, one theater, Livermore Falls High School.

Moose Hill (1120), Ford Hill (620), Jug Hill (720); Moose Hill Pond, Rack Pond, Round Pond, Turner Pond, Schoolhouse Pond, Clay Brook, Red Water Brook, Hunton Brook, Billington Brook, Meadow Brook and Scott Brook. Population in 1950: 3,357.

Mechanic Falls—on the western edge of the County, ten miles west of Auburn, on the Little Androscoggin River. Principally a business and industrial center in a small township area, formed from parts of Minot and Poland, set off and incorporated 1893. Pond's Extract Company (facial tissue division); J. W. Penney & Sons Co. (iron and brass founders and machinists); Nelson Page & Son, Inc., furniture and box shook manufacturers; four blacksmiths, four garages, Lewiston Trust Company branch, four churches and one convent, Mechanic Falls High School, one theater. On Routes 11, 121, 26 and 124. Pigeon Hill (660), Mt. Hunger (540) and Bog Brook from Marshall Pond (Oxford County). Population in 1950: 2,074.

Minot—a dairying, lumber, orcharding and canning town in the hilly section of west central Androscoggin County, north of Mechanic Falls and west of Auburn. Villages: Minot, Hackett Mills, Center Minot and West Minot. Formerly a part of Poland, incorporated 1802 and named for Judge Minot. Divided, and Auburn incorporated, 1842. A portion set off as part of Mechanic Falls, 1893.

***Desk Tops, One of the Wood Product Specialties of Nelson Page & Son, Inc., Mechanic Falls***

Hersey Hill (840), Goff Ledge, (800), Woodman Hill (740), Mt. Prospect (940), Pottle Hill (640), Shaw Hill (640), Hodge Hill (480). Bog Brook, Lapham Brook, Indian Brook and Morgan Brook. Town bounded on the south by Bog Brook and the Little Androscoggin River. Popuation in 1950: 754.

Poland—southwest of Auburn and the southwestern corner town of the County, Poland spreads over seven hills. On Routes 26, 11 and 122, it is traversed with scenic drives offering panoramic views, as well as sections through pine woods and along lake shores. Within its boundaries are the famous Poland Spring establishment, Summit

Spring Hotel and many lakeside cottages and summer homes. Agriculture and the tourist-vacation industry are its major economic features.

Its villages are East Poland, Empire, South Poland, Poland and West Poland. Within its borders are Worthley Pond, Upper, Middle and Lower Range Ponds, Tripp Lake and the southern end of Thompson Lake. Its hills include Shaker Hill (620) along the summit of which Route 26 provides a striking panoramic view of the White Mountains; Ricker Hill (600) on which is situated the Poland Spring House, noted for its scenic beauty; Summit Spring on Oak Hill (700); Black Cat Mountain (860); Johnson Hill (800); Raspberry Hill (540), Bailey Hill (540); and Harris Hill (440). Worthley Brook, Davis Brook, May Brook, Potash Brook, Meadow Brook, Cousins Brook and Range Brook are the more prominent of its streams which offer excellent fishing.

The Poland Spring estate was established in 1794 by Jabez Ricker, who began to take in travellers soon after he established his home there. In 1796 Jabez and Wentworth Ricker opened the Mansion House. In 1844, Hiram Ricker, grandson of Jabez, reported that the water from the fine spring on the hill had cured him of chronic dyspepsia. Guests at the Mansion House also were enthusiastic about the water and urged its commercial exploitation. Since then the fame and use of Poland Water has spread around the world. Riccar Inn, a third hotel on the 5,000-acre estate, was built in later years after the Mansion House was enlarged and the impressive Poland Spring House became a landmark of Southwestern Maine. Also on the grounds is the State of Maine Building of the 1893 Chicago World's Fair. It is used as a library and for exhibitions.

The Range Ponds, Tripp Lake and lower Thompson Lake are popular with cottagers, vacationers and fishermen, the latter trying their luck spring, summer and winter. Thompson Lake has yielded excellent catches of landlocked salmon.

Poland originally was called Bakerstown which also embraced Minot and Auburn. It was incorporated in 1795 and named by Moses Emery, one of the first settlers. A portion was set off to Danville in 1852 and another portion to Mechanic Falls in 1893.

Popuation in 1950 was 1,508.

TURNER—the next town north of Auburn and Minot on the western edge of the county is Turner, long known for its dairying and creamery business, which still is important to the town. Orcharding, livestock, beverages, saw mills, summer camps, canning and the Priscilla Turner Rug Guild, employing about 50 in the manufacture of hooked rugs, are its chief economic components, in addition to agriculture and service occupations. An airport and aviation service station have been established on The Plains along Route 4, between Turner Village and North Turner. Other villages in the town include Skillings, Turner Center, Keen's Mills and Howes Corner. The Androscoggin River forms its eastern boundary and the Town of Livermore its northern.

A central flat section known as The Plains occupies most of the central portion of the township, with hilly ridges on west, east, north and south. An extensive boggy area lies between the Turner Center ridge road (Upper Street) and the river.

Prominent hills are Poplar Hill (660) at South Turner; Upper Street Hill (643); Merrill Hill, near Howes Corner (700); Ricker Hill (640); Teague Hill (820); General Turner Hill (640); and Snell Hill (680).

The Nezinscot River from the Town of Buckfield, Oxford County, flows from west to east through the center of the town, passing through the village of Turner Center to empty into the Androscoggin River at Keen's Mills. At North Turner in the northwestern corner of the township is the south end of Bear Pond, with Bear Pond Park, which has complete facilities for recreation, including a hotel, casino, cottages, bathhouses and boats for rent. Martin Stream is the outlet of Bear Pond and most of the Livermore Township Ponds, draining the western ridges of Turner Town and flowing into the Nezinscot River west of Turner Village. In the extreme southern section of the township, Little Wilson Pond flows into Lake Auburn. Pleasant Pond, near Howes Corner, House Brook, Lively Brook and, south of Turner Village, Lily Pond, Frog Pond, Black Pond, Mud Pond, Sandy Bottom Pond, Meadow Brook, and Bradford Brook all flow into either the Nezinscot or the Androscoggin, contributing to a well-watered, fertile terrain.

Turner first was called Sylvester Canada, for Joseph Sylvester, to whom and his associates the township was given for services against Canada in 1690. It was incorporated the forty-seventh town in 1786 and named for Charles Turner. Population in 1950: 1,706.

WALES—the town of Wales, small in area and population, is at the east central edge of Androscoggin County on the eastern side of Sabattus Pond. Farming, livestock and lumbering are its major occupations, although from its location on Sabattus Pond and its traversal by Routes 9 and 126 to Gardiner, Route 132 to Monmouth and Route 197 to Litchfield the number of new homes and cottages has increased in recent years.

Sabattus Mountain (802) is its highest hill. Leeds Junction, where the Farmington and Waterville branch lines of the Maine Central Railroad cross, is in the northwestern corner of the town. Villages include East Wales, Wales Center and Wales Corners. Population in 1950 was 436.

WEBSTER—south of Wales township on the east central edge of the County and north of Lisbon is Webster, the principal village of which is Sabattus at the southern end of Sabattus Lake. Lewiston city limits form its western boundary. A dam and water power from the Sabattus River, which flows from the lake into the Androscoggin River at Lisbon Center, early attracted industries to the site, with the Sabattus Woolen Company and the Webster Rubber Company (heels, soles and moulded goods) as the town's chief employers. Farming, poultry, lumber, livestock, leather goods and summer camps also figure in the town's economy.

Sabattus High School and Ave Maria Academy of the Dominican Sisters, as well as a Baptist and a Catholic church, also are located here. New home construction as a ''suburb'' of Lewiston is gaining steadily. Routes 9 and 197 are its principal roads. Webster Village is at the southern end of the township, on the road from Lisbon. Low, rolling hills and intervale land along the Sabattus River, Maxwell and Curtis Brooks and Fisher Stream in the southeast are the predominant topographical features. Loon Pond, Sutherland Pond and Curtis Bog are its other water areas in addition to Sabattus Lake. Population in 1950 was 1,216.

## AROOSTOOK COUNTY

AROOSTOOK COUNTY, largest in the State, and one of the largest counties in area in the Nation, forms the northern and most of the eastern boundary of the State of Maine. Covering 6,453 square miles, making it larger than the State of Rhode Island and Connecticut combined, not more than 20 per cent is under cultivation as farm land, the remainder being forests, moutains, lakes, rivers and streams, forming most of the great Northern Maine wilderness.

(Courtesy Maine Potato Growers, Inc., Presque Isle)

***Aroostook County Countryside***

Yet, the 20 per cent of farm land, more than a million acres, each summer becomes New England's greatest flower garden, with thousands of acres of vari-colored potato blossom and seas of white, red and crimson clover used in modern crop rotation practices.

As the Potato Empire of the Nation and one of the first 12 richest agricultural counties in the United States, its nearly 6,000 farms with more than 325,000 acres of cleared land grow more potatoes than any other State, with the exception of Maine itself. Each year a Potato Blossom Festival held during the height of the blossom season (July 20 to August 10) attracts visitors from all sections of the country. During spring and fall Aroostook also is the mecca of thousands of fishermen and hunters, while winter sports facilities are gaining steadily in an area with more normal total snowfall than any other section of the Northeast.

Aroostook originally was a part of Penobscot and Washington Counties. It was incorporated in 1839, enlarged in 1843 by additions from Penobscot and in 1844 by additions from Piscataquis and Somerset Counties. It has one city, Presque Isle, 49 towns and 21 plantations. Houlton is the county seat. Its leading industries are potatoes, pulp and paper, lumber, potato starch, potato alcohol, truck garden crops and livestock.

Its 1950 population was 95,108, a gain of .7 per cent over 1940.

Geographically and commercially, Aroostook has four characteristic regions. The southern part of the County, bordering on Penobscot and Washington Counties and New Brunswick, Canada, centers on the county seat, Houlton. The Presque Isle-Caribou-Fort Fairfield triangle has the largest concentration of the potato industry, which is valued at around $100,000,000 to Aroostook. The Van Buren-Madawaska-Fort Kent-Eagle Lake area, at the northeastern tip of the county, State and Nation, embraces the famous St. John River Valley region, home of the Acadians. And, finally, there is the vast expanse of comparatively roadless forest, mountains, lakes and streams comprising the western two-thirds of the county area.

This latter region is traversed by such famous rivers as the Machias, Fish, Allagash, St. John, Big and Little Black, St. Francis and Aroostook, all flowing into the St. John to make it a broad, mighty river curving around the northern tip of Maine to where it flows down through south central New Brunswick to the Bay of Fundy north of Nova Scotia.

Principal highways enter Aroostook from the south at Macwahoc on Route 2 from Bangor and at Weston on Route One from Calais. From Macwahoc, Route 2 follows the course of Molunkus Stream to Monarda, Silver Ridge and Golden Ridge to Island Falls. Another road, unpaved, south of Macwahoc, passes the western side of Molunkus Lake to Benedicta, Sherman and Sherman Mills, all of them potato growing, lumbering and hunting and fishing centers.

Island Falls, on Route 2 between Macwahoc and Houlton, is a commercial center for farming, lumbering and nearby resorts. It is on the west branch of the Mattawamkeag River. Northeast of Island Falls is the Pleasant Lake area, one of Theodore Roosevelt's favorite hunting and fishing spots. A road to the west from Island Falls, Route 159, leads to Crystal, Patten and the Shin Pond area of northern Penobscot County.

Northeast from Island Falls, Route 2 passes through Dyer Brook, Merrill, Smyrna Mills, Oakfield, Ludlow and New Limerick to Houlton. On the shores of Meduxnekeag Lake, in New Limerick, an extensive deposit of precious and commercial metals now is in process of development. This area also is a potato and lumbering center, with nearby lakes and streams producing bass, pickerel, salmon and white perch.

Houlton is the commercial and shopping center for Southern Aroostook, with several industries and the Trans-Atlantic Receiving Station of the American Telephone and Telegraph Company. Here also is the second junction in Maine of U. S. Routes One and Two and a crossing into Canada via Woodstock, N. B.

From Weston, with its magnificent views of East Grand Lake, on the border with New Brunswick, Route One enters Aroostook on the way to Houlton and the north, passing through Orient, Amity, Cary and Hodgdon, all of them agricultural and lumbering communities in an extensive hunting and fishing area.

Alternate Route Two, from Macwahoc to Houlton, is the so-called "Military Road" on a direct northeast course, passing through Reed, Haynesville, Glenwood and Linneus. Some 50 miles of this road, reconstructed in recent years, is through virtually unbroken forest known as "the Haynesville Woods" road. This road traverses a mountain, lake and stream region, with Wytopitlock Lake and Stream and the East and West Branches of the Mattawamkeag River draining the surrounding wilderness area where fishing and hunting are excellent.

North from Houlton, Route One passes through Littleton, a potato farming community; Monticello, with excellent hunting and fishing along with its farms and lumbering; Bridgewater, a lumbering and potato center; to Blaine and Mars Hill, a shopping center at the southern base of a 1,600-foot ridge, from the top of which is a magnificent panorama of the St. John River Valley and the surrounding Aroostook countryside. This is the "highlands" which figured in the historic boundary dispute with Great Britain, known as the "Aroostook War."

A.H.FL
A.H.
A.H.F.
A.H.F
A.H.FL
A.H.FLE
A.H.FLETCHER & SON
POTATOES

*Fleet of Potato Trucks, Caribou*

Presque Isle is a modern city and shopping center in the valley of the Aroostook River and is surrounded by some of the most fertile farm acreage in the County. From it a network of roads radiates to Ashland, Washburn, Caribou and Fort Fairfield, with other surrounding towns such as Westfield, Chapman, Mapleton, Castle Hill, Easton and Maple Grove centering the products of their farms and forests on the larger town.

During the past two years the United States Bureau of Mines has conducted extensive exploration and assaying of tremendous surface deposits of manganese ore at No. 9 Mountain west of Bridgewater and at Mapleton. Samples of the deposit assay from seven to 15 per cent manganese and experiments are under way to develop economical processes of benefaction to make working of the deposits feasible. The M. A. Hanna interests of Ohio have taken options on the Mapleton deposits.

Presque Isle also is the center of an extensive sports and vacationing area of lakes, streams, and mountains. Here also is Aroostook Farm, a Federal-State-County jointly-sponsored experiment station conducting important farm research work on its 275 acres. Nearby Aroostook State Park at Quoggy Joe Mountain is a 512-acre recreation spot both in summer and winter. During World War II, the Presque Isle Airport was transformed into a gigantic, sprawling development which was the American terminus for trans-Atlantic flights and the Army Transport Command.

(Courtesy Maine Potato Growers, Inc., Presque Isle)

*Potato House, Aroostook County*

Caribou is the potato shipping center for Northern Aroostook, annually sending out thousands of carloads for seed and market. It has the first municipal airport built in Maine and is the site of excellent trout and salmon fishing on the Aroostook and Little Madawaska Rivers and Caribou Stream, all flowing through the township. Caribou also has the world-famous Nylander Museum, with an unusual collection of fossil-bearing rock.

Fort Fairfield, on Route 167 from Presque Isle and on Alternate Route One from Mars Hill and Caribou, is reputed to be the most productive potato growing community in the world, just as Caribou is reputed to ship more, and Presque Isle to sell more, potatoes than any other communities on the globe. A shopping and business center, Fort Fairfield also is a port of entry from Andover, N. B. North of Fort Fairfield on Route 165 and northeast of Caribou on Route 89 is the potato and lumbering center of Limestone, near which is being built a great Northeast Air Base for B-36s and other large, long-range bombers. Its extensive flat terrain, underlain with limestone, makes it an ideal Northern U. S. location for aerial defense and counter-attack.

North from Caribou, on Route 161 to Fort Kent, are New Sweden and Stockholm, settled in 1870 by Swedish colonists. With Conner, on Route One from Caribou, these form a group of attractive farming communities. Route 161 from Caribou also leads to Guerett, Sinclair, St. Agatha, Ouellette and Daigle in an extensive lake and stream region famous for trout, landlocked salmon and hunting. Eagle Lake, Square Lake, Mud Lake and Long Lake are the principal basins in this chain.

RED BALL
MAINE POTATOES
BOUCHARD POTATO CO.
GROWERS & SHIPPERS
CARIBOU — MAINE
MAINE
RED BALL

*Aroostook Potatoes Being Loaded Into Boxcar from the Bouchard Storehouses, Caribou*

At Van Buren, Madawaska and Fort Kent, northern terminus of U. S. Route One, which starts at Key West, Fla., and at St. John, international bridges span the St. John River. Lumber, pulp and paper and potatoes are major activities of the region known as the St. John River Valley. Madawaska is the point of entry for Canadian Route Two, an important highway from Riviere du Loup and Quebec City. Maine's most northerly town, Madawaska, also is the site of the Canadian-owned Fraser Paper Co., Ltd., where 55 per cent of the Nation's drinking straw paper and many other specialty paper products are made. Along with Keegan, Lille, Grand Isle, St. David and Frenchville, these St. John River Valley towns were settled by the

Acadians and are today centers of farming, lumbering and pulp operations.

Fort Kent is the terminus of the famous Allagash River Canoe Trip, which may be started from Moosehead Lake or other points in Northern Piscataquis County. St. John, St. Francis, at the confluence of the St. Francis and St. John Rivers, Allagash and Dickey, to the southwest along the St. John River, are settlements and villages at the edge of the northwest Aroostook wilderness.

From Fort Kent, Route 11, the Aroostook Scenic Highway, strikes south in almost a direct line to Mattawamkeag on the Penobscot River. It traverses a scenic, unspoiled area of forest, lakes and mountains, with villages along the route dependent mainly on sportsmen, trapping, small-scale farming and lumbering. It passes through Michaud, Wallagrass, Eagle Lake, Winterville, Portage and Nashville to Ashland, all towns on the St. Froid-Eagle Lake and Fish River chain, with waters producing an abundance of landlocked salmon, trout and togue. Hunting and canoeing through this region are excellent. Portage, on Portage Lake, is a leading seaplane base and gateway to the vast forest and lake area of north central Aroostook, with such famous spots as De Boulie Mountain and Lakes, Fish River Lake, Big Machias Lake, Musquacook Lakes, Umsaskis Lake, Long Lake and Fish River Lake.

South of Ashland, which is an important lumber, potato and sporting camp center, now also developing winter sports, is Masardis, center of a region of extremely fertile soil, lake and stream fishing and hunting, and famous Squa Pan Lake and Mountains. Oxbow also is a hunting and fishing center for sportsmen, leading into a beautiful region along the Upper Aroostook River and Mooseleuk Stream extending into northern Penobscot and Piscataquis Counties. From Knowles Corner, Moro and Hersey, Route 11 leads into Patten in Penobscot County.

### Lakes and Mountains

Prominent lake areas in Aroostook County are: East Grand Lake, Weston; Mattawamkeag Lake and Pleasant Lake, Island Falls; Meduxnekeag Lake, Oakfield, Linneus and New Limerick; Molunkus Lake, Macwahoc; Portage Lake, Portage; Squa Pan Lake, Masardis; Wytopitlock Lake, Glenwood; Fish River Chain: Cross Lake, Guerette; Eagle Lake, town of Eagle Lake; Long Lake, St. Agatha and Madawaska; Mud Lake, Guerette; St. Froid Lake, Winterville; and Square Lake, T. 16, R. 5.

Prominent rivers are the Allagash, Fish, Aroostook, Little Madawaska, St. John, St. Francis, Machias, Mattawamkeag, Big Black and Little Black.

Prominent mountains, with fire lookout towers of the Maine Forestry Service: May Mountain (1127), Island Falls; Whitney Hill, Macwahoc; Quoggy Joe Mountain (1213), Presque Isle; Stockholm Mountain (974), Stockholm; Otter Mountain, T. 3, R. 4; Howe Brook Mountain (1100), T. 8, R. 3; Oak Hill (1096), T. 8, R. 5; Squa Pan Mountain (1460), T. 11, R. 4; Round Mountain (2147), T. 11, R. 8; Rocky Brook Mountain (2052), T. 11, R. 10; Carr Pond Mountain

(1390), T. 13, R. 8: Musquacook Mountain, (1500), T. 14, R. 4; Depot Mountain (1300), T. 14, R. 16; Hedgehog Mountain (1594), T. 15, R. 6; Rocky Mountain, T. 17, R. 12; Number 9 Mountain (1638), T. D., R. 2.

## Scenic Routes

Scenic Highway Routes: Route 2 (from Bangor), Macwahoc, Monarda, Silver Ridge, Golden Ridge, Island Falls, Dyer Brook, Smyrna Mills, Ludlow to Route One at Houlton. Route One (from Calais), Weston, Orient, North Amity, Cary, Hodgdon, Houlton, Littleton, Monticello, Bridgewater, Blaine, Mars Hill, Presque Isle, Caribou, Connor, Van Buren, Keegan, Lillie, Grand Isle, St. David, Madawaska, Frenchville and Fort Kent. Route 2-A, Macwahoc, Reed, Haynesville, Linneus to Houlton. Route 1-A, Mars Hill, Easton Corner, Maple Grove, Fort Fairfield and Caribou. Route 11 (from Medway and Patten), Hersey, Moro, Knowles Corner, Masardis, Ashland, Portage, Winterville, Eagle Lake, Wallagrass, Michaud and Fort Kent. Route 161, Fort Kent, St. John, St. Francis, Allagash and Dickey; also, Fort Kent, Daigle, Ouellette, Guerette, Jemtland and Caribou. Route 159, Island Falls, Crystal and Patten. Route 163, Ashland, Mapleton, Presque Isle and Maple Grove on Route 1-A. Route 164, Caribou, Washburn, Crouseville and Presque Isle. Route 165, Fort Fairfield, Limestone, Hamlin and Van Buren.

## Recreational

Recreational: Swimming, all lakes, ponds and rivers. Fishing, most lakes, ponds and streams (cf. Rules and Regulations booklet of Department of Inland Fisheries and Game). Canoeing, all lakes and rivers; popular long trips on Allagash and St. John Rivers, ending at Fort Kent. Golf, Aroostook Valley Country Club (9-36), Fort Fairfield; Lakeview Golf Course (9-36), Houlton. Hiking and mountain climbing, on trails and roads throughout county; trails to Maine Forestry Service lookout towers. Race tracks, Presque Isle Fair Grounds. Fish hatcheries, Caribou and Littleton. State Park, Aroostook County State Park, Presque Isle; 521 acres on Quoggy Joe Mountain and Echo Lake; Picnicking, hiking, bathing, canoeing and winter sports. Community picnic grounds, Mapleton. Camp sites (cf. Maine State Highway Map, or leaflet, Maine Camp Sites of Maine Forestry Service).

## City

PRESQUE ISLE—the second largest city in area in Maine, Presque Isle in northeast central Aroostook County covers 75.95 square miles, or 48,614 acres, more than double the usual area of a Maine township.

First settled in the 1820s, it was incorporated 403rd town April 4, 1859 and the township of Maysville, next north, was annexed April 14, 1883. It was incorporated as a city January 1, 1940 and operates under a city-manager-council form of government.

With nearly half the entire population of Aroostook County concentrated within a 20-mile radius, and surrounded by some of the most fertile acreage in the County, Presque Isle has become an important commercial, shopping, distributing and industrial center. During the 1940 decade, its population increased by 25.3 per cent to approximately 10,000 persons. Nearly two-thirds of the entire Aroostook potato crop is sold through marketing organizations centered in Presque Isle, which also is a major distribution point for farm machinery and supplies. Such industry groups as the Potato Industry Council of Maine, the Maine Institute of Starch Manufacturers and various government agricultural agencies make their headquarters here.

WILCOX AND DOW

*Typical Aroostook Farm Buildings Near Presque Isle*

The Aroostook State Farm, Aroostook State Park and Presque Isle Airport are major developments within the city's land limits. A new industrial and wholesale warehouse area was opened outside the city center in 1949, with plans to make it also a modern processing and distribution center. The Bangor & Aroostook, Canadian Pacific and Aroostook Valley Railroads and several large highway transportation firms, as well as Northeast Airlines, make Presque Isle a major terminal point. The Northern National Bank of Presque Isle, largest in the County, provides complete banking service, with deposits of more than $20,000,000.

Presque Isle (from the French: "Almost an Island") marks the confluence of Presque Isle Stream and the Aroostook River, which makes a 180-degree loop through the city limits. It also contains, in its southern section, Echo Lake at the foot of Quoggy Joe Mountain (1213), Clark Brook and a section of Prestile Stream. Aroostook State Park, embracing Quoggy Joe Mountain, has facilities for picnicking, bathing and boating, as well as a ski tow and winter sports development.

The city's excellent school system is capped by a modern high school, completed in 1949. There are three elementary schools, Cunningham, Gouldville and Training School, the Aroostook State Normal School, Aroostook School of Commerce and the Northland

Beauty Academy. Churches include Baptist, Congregational, Catholic, Episcopal, Pentecostal and Adventist. The Presque Isle General Hospital and the Northern Maine Sanatorium are the major health facilities. A Community Center and playground with swimming pool in the heart of the city provide means of indoor and outdoor recreation. The Northern Maine Fairgrounds on the outskirts of the city center is the scene of the first of Maine's State Fairs, early each August.

Manufacturing in Presque Isle includes potato starch, farm implements, barrels, paper and burlap bags, baking, beverages, log cabins, lumber, fertilizers, monuments and insecticides. The weekly newspaper is the *Presque Isle Star-Herald* and the only radio station is WAGM. Insurance, potato shipping, garages and wholesale and retail distribution are major service activities in the community. The Maine Public Service Company, electric utility firm for Northern Aroostook, has its headquarters in Presque Isle. The city's progress also is served by one of the most active Chambers of Commerce in the State, supported by a high degree of participation of local business men.

U. S. Route One is the principal highway through the city running south-north from Mars Hill and Westfield to Caribou. Side routes include No. 10 to Easton; 163 and 167 to Fort Fairfield; 163 to Mapleton on the west; 227 to State Road in Mapleton; 164 to Crouseville and Washburn; and 205 to Parkhurst and Campbell, on the east side of the Aroostook River.

## Towns

AMITY—Amity is a small agricultural town in southeast Aroostook, on U. S. Route One between Orient and Cary Plantation. Its principal village is North Amity, on the main highway. Side roads lead to farming tracts on both sides of Route One, which follows a high ridge, from which, at the southern end of the township, is an excellent view of Mt. Katahdin, 50 miles to the west. Davis, Greenleaf, Jay and Glendenning Brooks are its principal water courses, the latter three flowing into Monument Stream, which is the town-state borderline with York County, New Brunswick. It was settled in 1825 and incorporated the 332nd town March 19, 1836. Population: 299.

ASHLAND—Ashland is a commercial, industrial and recreational center 20 miles west of Presque Isle on Route 163 and the largest town on Route 11, the north-south Aroostook Scenic Highway. It is a large town in area, covering 54,637 acres and was settled in 1835 by pioneers mostly from the Kennebec Valley. It was incorporated as the 413th town February 18, 1862 and its name changed to Dalton in 1869, to honor the first settler. The name was changed back to Ashland in 1876. Sheridan Plantation, formerly Buchanan, was annexed March 19, 1901.

The Aroostook River runs through nearly the entire township, being fed by Squapan Stream, Big and Little Machias Rivers and nearly a score lesser brooks and streams. Ashland is virtually on the edge of the wilderness of central Aroostook County, with several major woods roads leading from it westerly into the forest regions of the Big Machias Lake and River area. Among these is the so-called American Realty Road, cutting across the Aroostook wilderness, the Spectacle Pond Tote Road, Lynch's Tote Road and the Old Military Tote Road to the Clayton Lake Area.

Ashland is a potato and lumber shipping point on a branch of the Bangor and Aroostook Railroad, with a number of potato warehouses along the tracks. It has several score business establishments, both in the principal center, Ashland, and the neighboring village to the north, Sheridan. It has a local national bank, the Ashland Trust Company, several churches, a theater, starch factory, several lumber mills and nearly a score of garages, automobile and farm implement repair shops. It is the postoffice point of a half-dozen sporting camps in the outlying lake and forest area and now has a ski tow and winter sports development.

Ashland has the town-manager-council form of government, a high school and a small library. Population: 2,275.

BANCROFT—on the southeastern border of the County, Bancroft is a small, heavily forested community on the Mattawamkeag River and Baskhegan Stream. Across its southern edge runs the joint Mattawamkeag-to-Vanceboro line of the Maine Central and Canadian Pacific Railroads. Its villages of Bancroft, South Bancroft and North Bancroft are served by a secondary road connecting with Wytopitlock on Route 171 and Selden, near Route One in Weston, next township to the east. Bancroft was settled in 1830 by Charles Gellerson of Bridgton. It was incorporated in 1889 as the 451st town and a part set off to Weston in 1907. Lumbering and farming are its chief industries. Population: 165.

BENEDICTA—Benedicta is a small farming and lumbering town on the southwestern edge of the County and was the western half of Township 2, Range 5, when it was purchased by Catholic Bishop Benedict Fenwick of Boston, for whom it was named. It was settled in 1834 by David and Joseph Leavitt and incorporated in 1872 as the 432nd town. Secondary roads connect Benedicta with Sherman to the north, Monarda to the east and Molunkus, on Route Two, to the south. A movement has been underway for some years to improve the gravel road connection with Molunkus and have this designated as part of Route 11, which would thereby provide a shorter western Aroostook Route to Ashland and Fort Kent from the south. Agriculture and pulpwood are the principal industries. Population: 225.

BLAINE—on the east central border of Aroostook with New Brunswick, Blaine is on U. S. Route One, next township south of Mars Hill. A farming and small commercial center, its number of business and service establishments has grown steadily in recent years. It is the site of Aroostook Central Institute, has several small industries and a town manager-selectmen form of goverment. Side roads off

Route One lead into Carleton County, New Brunswick, while other local roads tap rich farm and forest sections. Three Brooks, North Branch and Prestile Stream flow through the town. Blaine, on the southern edge of Mars Hill Village and Robinsons near the southern township limits are the two principal village sections. Blaine formerly was Alva Plantation. It was settled in 1842 and incorporated in 1874 as the 434th town, named in honor of James G. Blaine. Population: 1,015.

Bridgewater—next town south of Blaine and 22 miles north of Houlton on Route One is Bridgewater, also on the border with Carleton County, New Brunswick. A road to the east of Route One connects with Canadian Route Six at Centerville, N. B.

Bridgewater is a farming and lumbering community, with emphasis on potatoes and allied service industries. It is on the Bangor and Aroostook Railroad main line and ships a considerable quantity of potatoes annually.

To the west of Bridgewater, in Township D, Range 2, the United States Bureau of Mines and Mining in 1949 built a road to Number Nine Mountain (1638), where test borings revealed a large manganese ore deposit of from eight to 15 per cent concentration. Bridgewater, Bridgewater Corners and Boundary are the principal village sections of the town, which contains Portland, Packard and Whitehead Lakes, Whitney, Russell, Gin and North Branch Brooks and Prestile and Dead Streams. Bridgewater Classical Academy is the principal school. The town was settled in 1827 and was originally the Bridgewater and Portland Academy Grants. It was incorporated in 1858 as the 400th town and a part set off to Blaine at the same time. Population: 1,179.

Caribou—third largest town in population in Aroostook County is Caribou, northern point of the Caribou-Fort Fairfield-Presque Isle triangle. Its 49,997 acres make it the third largest community in area in the County, exceeded in size only by Allagash Plantation and Ashland.

On a hairpin loop of the Aroostook River, which drains the entire southeastern corner of the township, Caribou is rated as the most important potato-shipping center of Aroostook, its warehouses having a capacity of approximately 400,000 bushels. It is served by the Bangor and Aroostook, Aroostook Valley and Canadian Pacific Railroads, while U. S. Route One passes through the business section and major side routes fan out to neighboring communities in the County.

Its municipal airport was the first built in Maine and it is the site of a State Fish Hatchery. An annual event is the Aroostook Sportmen's Show and Winter Carnival in February, during which its home-built, narrow-gauge "Spudland R. R." is in operation along 800 feet of Main Street. The Nylander Museum in Caribou has a world-famous collection of fossil-bearing rock, most of it uncovered in Northern Maine.

With no less than 175 firms and individuals engaged in the potato shipping business, much of the industry and business activity of Caribou centers on this all-important crop. Farm implements, fertilizers, repair shops, barrel factories, insurance agencies, starch factories, burlap and paper bag manufacture, trucking and a large potato distillery are among Caribou activities allied to potato growing.

Its busy commercial section also has many retail and wholesale stores, small shops and professional offices to serve a large area of northeastern Aroostook. A national bank, the Aroostook Trust Company, provides financial services to the entire area. Automobile sales and service also is an important business, as well as contracting, food freezing, lumber mills, fuel distribution, and yarn making at the Caribou Woolen Mills. The weekly newspaper is the *Aroostook Republican* and the Cary Memorial Hospital provides facilities for nearly a dozen local physicians. The Caribou Public Library has more than 12,000 volumes and the Northern Aroostook County Law Library nearly 3,000.

IRISH COBBLER
SPUDLAND R.R.

***Spudland R. R., Caribou***

In addition to U. S. Route One, from Presque Isle north through adjoining Connor to Van Buren on the St. John River, other major routes from Caribou are Route One-A to Fort Fairfield; Route 164 to Washburn; Route 161 to New Sweden and Fort Kent; Route 223 to Limestone; Route 205 on the East bank of the Aroostook River to Presque Isle; and Route 228 to Woodland and Perham.

Caribou Stream, flowing into a small pond southwest of the business section of the town, from which it empties into the Aroostook River; and the Little Madawaska River, flowing into the Aroostook southeast of the town center at Grimes Mill, are the major water tributaries in the township. Lesser streams are Hardwood, Spring and Prestile Brooks on the southwest; Mill Brook, another Hardwood Brook and Otter Brook, at the mouth of which the State Fish Hatchery is located opposite the top of Aroostook River's hairpin curve; and Thompson, Brandy, Greenlaw and Factory Brooks, all flowing northeast-southwest into the Little Madawaska River. In the southeast section of the township, Moore Brook flows into the Aroostook River. Violette Pond and Ketch Pond are small ponds in the northern limits of the township.

With such a grouping of brooks, streams and the Aroostook River in the large township and the presence of the State Fish Hatchery, trout and salmon fishing are popular pastimes. Green Ridge (900), in the southeastern corner of the township, is the highest elevation in a terrain of mostly rolling farmland, given over to large acreages of potatoes, oats, clover and other rotation crops. Field peas for quick-freezing also are an important cash crop. Roberts, Maines, McGraw, Lyndon Center, East Lyndon, Grimes, Pauls, Barrets, Ogren and North Lyndon are local village centers in the town.

***Caribou Business Center***

Caribou was settled in 1839 and incorporated in 1859 as the 405th town. Eatons Grant, Sheridan and Forestville were annexed in 1869 and part of the town was set off to Connor in 1881. It has a town manager-council form of government. Population: 9,509, an increase of 15.7 per cent over 1940.

Castle Hill—Castle Hill is a small farming and lumbering town west of Mapleton in Central Aroostook, with forested hills and outcroppings of manganese ore. Its principal traversing highways are Routes 163 from Presque Isle and Mapleton to Ashland and 227, from Presque Isle and State Road to Ashland. It has a joint town manager with Mapleton and Chapman. Alder Brook, Demarchant Brook, Squapan Inlet Stream, Welts Brook and Libby Brook are among its lesser streams, while the Aroostook River makes an "S" turn in its northwest corner. It was settled in 1843 and incorporated the 469th town in 1903. It contains 22,349 acres, about 1,900 of which are swamp and bog. Population: 579.

CHAPMAN—west of Presque Isle's southern limits and south of Mapleton is Chapman, also a farming and lumbering town. Presque Isle Stream, running from south to north, is its principal waterway, into which flow Dockendorff, Whitney, Alder and Grendall Brooks. Most of Alder Lake is in Chapman. Its highest elevation is Chandler Mountain (1030), on the western edge of the township and the eastern slope of Garland Hill (1190) in T. 11, R. 4, next to the west. It is on the Bangor and Aroostook Railroad. Chapman was organized in 1824 and incorporated in 1915 as the 480th town. Population: 381.

CRYSTAL—Crystal is a small farming and lumbering town in southwestern Aroostook, with potato growing and shipping as its principal industry. On the Bangor and Aroostook Railroad, it is traversed by Route 159 from Island Falls to Patten, while U. S. Route Two cuts across its southeast corner. Webster, Crystal, Bog and Cold Brooks flow into its principal watercourse, Fish Stream, which flows into the Mattawamkeag River, west branch, at Island Falls, next town to the east. Thousand Acre Bog in the southwest corner of the township, fertile farmlands, heavy forests and several local roads mark its general terrain. Crystal was settled in 1839 and incorporated the 468th town in 1901. Part was set off to Sherman, next south, in 1881. Population: 375.

DYER BROOK—Dyer Brook is a potato farming and lumbering town next north of Island Falls, on the railroad and U. S. Route Two, which traverses the eastern section of the township from Island Falls to Smyrna Mills. Several potato warehouses and a village cluster of homes, churches and schools mark its town center. A town line road with Merrill, next north, extends along its northern boundary, with farm acreages extending southward. The Mattawamkeag River, west branch, flows through its western township section, while Dyer Brook and tributaries drain most of the township. An elevation in the southeast corner of the township, overlooking Pleasant Lake in Island Falls, rises 1250 feet. Dyer Brook was incorporated in 1891 as the 455th town. Population: 219.

EAGLE LAKE—on Route 11, the Aroostook Scenic Highway, in northern Aroostook County, Eagle Lake Village and township is at the elbow of Eagle Lake, shaped like a bent arm and 14.3 miles long. With a population of 1,513, it is a lumbering and sporting camp center for this area of the Fish River Chain. Being one of the deepest of the chain, the lake produces record landlocked salmon and nearby brooks give up large native trout. Farms in the area produce milk, some beef and potatoes. Eagle Lake Village is a shipping and passenger point on the Bangor and Aroostook Railroad.

Garages, blacksmiths, a barrel factory and saw mills add to revenue obtained from tourists and fishing and hunting camps. The Northern Maine General Hospital and a high school are among its institutions, serving a wide area. Route 11 and the railroad skirt Eagle Lake's western arm, affording many pretty views of the lake.

South of Eagle Lake Village, Nadeau Thoroughfare of Fish River connects Eagle Lake and St. Froid Lake, with Pennington Brook and Pinette Brook entering the thoroughfare on opposite sides. Thibodeau, Pond, Devoe, Gilmore and Brown Brooks also flow into the lake from the hills to the west. Birch River Tote Road and several lesser woods roads pierce the hill, forest and stream wilderness in the western part of the township and give access to a number of fishing and hunting camps. Fishing camps on the eastern arm of the lake are reached mostly by boat from the village, although a local road from Wallagrass and New Canada Plantations skirts the north-south "lower arm" of the lake. A series of hills and ridges covers most of the township, ranging from the village altitude of 602 feet to peaks of more than 1,500 feet.

Eagle Lake was settled in 1840 by French Acadian and Irish immigrants, notably Sefroi Nadeau and Richard Woods. Army commanders, leading their men north in the "Aroostook War", gave the lake its name from the large number of eagles they observed over the water. The town was organized in 1856 and incorporated in 1911 as the 476th town. Plaisted on Route 11 on the edge of the northern end of the lake and township is a secondary village center.

Easton—on Route One A, between Mars Hill and Fort Fairfield, Easton is on the central northeastern edge of Aroostook County, adjoining the southwest corner of Charlotte County, New Brunswick. It is a potato and lumbering center and adjoins Presque Isle to the west. Route One A follows a ridge through Easton Center, while Easton Village is two miles to the west, near the Presque Isle boundary line and on State Route 10 to Presque Isle. Side roads lead off Route 10 and Route One A through pleasant, rolling farm acreages.

Garages and farm machinery shops, a barrel factory, saw mills, retail and farm supply stores make up the business section. A high school also serves the town. Local roads lead into the New Brunswick countryside.

Dilling, Bennet and Lindsay Lakes are small ponds in the township, which also is watered by Prestile Stream, Flying Brook, Howard Brook, Monson Mill Stream and Riviere des Chutes, the latter near the Canadian border. Easton also is on a branch of the Bangor and Aroostook R. R. It was settled in 1865 and formerly named Fremont. It was incorporated in 1865 as the 417th town. Population 1,561.

Fort Fairfield—third town in the "potato triangle", Fort Fairfield is the fourth largest community in Aroostook in both population and area, covering 49,882 acres. Its rolling, mostly cleared farmlands lend credence to its claim that it "grows" more potatoes than any other town in the world. A port of entry and U. S. Customs Station, it was named for a border fort in honor of Governor John Fairfield.

Fort Fairfield is an important terminal point on the Bangor and Aroostook Railroad, with a humming business center and warehouses, industries and activities linked with the potato industry. Its main street has a frontier-town flair, set off by many retail establishments and a modern (1949) hotel, the New Plymouth.

Farm implements and services, fertilizer warehouses, saw mills, starch factories, garages and various other service trade establishments mark its basic business activities. Two banks, the First National Bank of Fort Fairfield and the Frontier Trust Company, provide financial service to the area. The weekly newspaper is the *Fort Fairfield Review*, noted for the independence of its editorial policy. Sponsored by an active Chamber of Commerce, the Aroostook County Potato Blossom Festival was held here in 1949-50, attracting thousands of visitors to its impressive pageantry and display.

On the Canadian border, Fort Fairfield adjoins Victoria County, New Brunswick. State Route 167 is a major route to the Provinces, via Andover, N. B., while State Route 165 leads north to Limestone. Outlying village centers include Maple Grove, on Route One A, Stevensville, Goodwin, Goodrich and East Road. The Canadian Pacific Railway skirts the southern bank of the Aroostook River through the town on its way into New Brunswick.

Bishop and Tuttle Ponds and Fischer Lake are in the southern portion of the township, while several major brooks are tributary to the Aroostook River. These include Pattee, Bryant, Everett, Hockenhull, Gray and Noyes Brooks. Goodrich, Colony and Four Corners Brooks and Limestone Stream, all in the northeastern section of the township flow in the Aroostook River in New Brunswick, just before it joins the St. John at Aroostook, N. B.

Fort Fairfield was settled in 1818 by immigrants from the Canadian Provinces, which was a factor in the "Aroostook War". It was incorporated in 1858 as the 401st town. Population: 5,783.

FORT KENT—northern terminus of U. S. Route One, which starts in Key West, Florida, Fort Kent is the last major town on the edge of the northern St. John Valley wilderness. With a population of some 5,346, it is a commercial, farming, industrial and lumbering center for a large area of Northern Aroostook. From Fort Kent, State Route 11 strikes directly south through central Aroostook to Northern Penobscot County.

Through Fort Kent, as from Van Buren northwesterly, U. S. Route One skirts the southern bank of the St. John River, which here forms the northern border of Maine with Quebec. With steep ridges to the south of the highway, the outlook is principally across the St. John River into Quebec, its low-lying river farmlands and villages. The Fish River, from its north-central Aroostook chain, flows into the St. John at Fort Kent, down a tumultuous course through most of the township as it comes from the hills into the larger river.

A busy shopping and service trade center, Fort Kent has a dozen or more garages and farm implement centers, a First National Bank, several score stores and retail establishments, lumber mills, fuel distributors, pulp wood dealers, potato shippers, two starch factories, two theatres and many lesser trade shops. The town is the down-river terminus of the famous Allagash River Canoe Trip and a Bangor and Aroostook junction for rail lines going south to Eagle Lake and Ashland, west to St. Francis and east to Van Buren. Another major highway entering Fort Kent from the south is State Route 161 from Caribou. Outside of the town center area, Fort Kent Township is mostly hilly and heavily forested, interspersed with cleared farm lands on the more level slopes. Bossy Mountain (1480) and Pinett Hill (1220) are on the southwest side of the town, with a half-dozen ridges and hills of 1000 feet or more on the eastern side of Fish River, which bisects the township from south to north. Fish River Falls is a cascade stretch near the southern township limits. Fort Kent Mills, Fort Kent Village and Violette Settlement, the latter near Bossy Mountain, are outlying village settlements. West of the town center, on Route One an international bridge crosses the St. John River to Clair, N. B. Marcum Pond and Black Lake are on the outer township limits. Brooks draining the ridges and hills include Pinette Brook, Camel Brook, Perley Brook, with North and South Branches, Audibert Brook and Daigle Brook.

Fort Kent was settled by French Acadians in 1841 and incorporated in 1869 as the 421st town. It was named for the fort, still standing, which was built in 1838 when Edward Kent was Governor of Maine. It has a town manager-council form of government.

FRENCHVILLE—Frenchville is the next town east of Fort Kent on the northern border of Aroostook and Maine. It is bounded by the St. John River on the north and by Madawaska and St. Agatha on the east. A potato and lumbering town, it has a dozen or more potato warehouses alongside the Bangor and Aroostook Railroad tracks which skirt the river. Route 162 from Frenchville connects with St. Agatha, at the head of Long Lake in the latter town, easternmost of the Fish River Chain. A network of local roads services the many farms set back among the rolling hills and connects with similar roads in Madawaska and St. Agatha.

Frenchville was settled by French Acadians and named originally Dionne Plantation for Father Dionne, who built the first Catholic church here. It was incorporated in 1869 as Dickeyville, the 420th town. The name was changed to Frenchville in 1871 and parts set off to St. Agatha in 1899 and 1927. Frenchville and Upper Frenchville are its two village centers. Gagnon Brook, Rossignol Brook and Daigle Brook flow down from its hills into the St. John River. Population: 1,528.

GRAND ISLE—also on the northern perimeter of the County and on the south bank of the St. John River, Grand Isle is another French Acadian village along Route One, between Van Buren and Madawaska. Farms are scattered along several local back roads, as well as extending south from Route One in the long, narrow strips of acreage which characterize the St. John Valley and Canadian family farm subdivisions. Potatoes, lumbering and pulpwood cutting are its principal industries, with the usual service trades and a starch factory providing additional employment.

The northern section of the township, back from the St. John River, is mostly rolling farmlands, with considerable bog area in the center, drained by Daigle Brook, a tributary of Violette Stream flowing into the St. John River in neighboring Van Buren. Thibodeau Brook is one of half a dozen lesser streams flowing down from wooded ridges along the length of the St. John in Grand Isle. Notre Dame, on the Van Buren boundary line, Lillie and Grand Isle are the principal village centers of the township, which also contains potato warehouses along the riverside tracks of the railroad.

Grand Isle was settled in 1805 and incorporated in 1869 as Grant Isle, the 424th town. Its name was changed to Grand Isle in 1872. Population: 1,226.

HAYNESVILLE—about halfway between Macwahoc and Houlton on Route 2-A, Haynesville is a farming and lumbering village, with homes nearly all located along the main highway. A subsidiary road runs southeast to North Bancroft and Selden, in Weston Township. Haynesville township is heavily forested. Route 2-A through this section long has been known as the "Haynesville Woods Road," comprising a stretch of some 50 miles through dense woods on both sides of the main highway, relieved only infrequently by scattered woods roads. This is the "Old Military Road," cut through the wilderness at the time of the "Aroostook War."

The west and east branches of the Mattawamkeag River come together north of the village of Haynesville and the river then flows south through the center of the township in a series of loops, joined by Orr, Juniper and a group of lesser brooks. This section is noted for hunting and stream fishing. Mitchell Mountain, with a fire lookout tower of the Maine Forestry Service, rises in the northern part of the township and is reached by a local road and tote road.

Haynesville was formed from Haynesville, Leavitt and Glenwood Plantations and incorporated in 1876 as the 439th town. Leavitt Plantation, now Forkstown, was set off again in 1877. Population: 185.

HERSEY—Hersey is a village along Route 11 on the southwestern border of Aroostook adjoining Penobscot County. A farming and lumbering plantation, it had a population of 116 in 1950. Its principal roads are Route 11, which traverses the northwest corner of the township, and a local road from Crystal, on the south, which gives access to a dozen farms. Mostly wooded, it is drained by Crystal, Seams, Hale, Alder and lesser brooks and the west branch of the Mattawamkeag River, which flows through its northeast corner. A townline road on its northern boundary with Moro Plantation connects Route 11 with Smyrna Mills on an east-west line. Crystal Lake is in the southern section of the township and is in good hunting and fishing territory.

Hersey was settled in 1839 and organized as Dayton Plantation. It was incorporated in 1873 as the 431st town and given its present name. Several high, wooded hills rise in its southwest section, adjoining Dyer Brook and Crystal.

HODGDON—Hodgdon is immediately south of Houlton on U. S. Route One, on the southeastern border of Aroostook with Carleton County, New Brunswick. A farming and lumbering community of some 1,600 persons, it has several barrel shops and saw mills, together with nearly a score service and supply establishments. Half a dozen local roads branch off Route One to both west and east, two of them connecting with local roads in New Brunswick.

The Meduxnekeag River and Maduskeag Stream are its principal water courses through rolling farm lands, fed by a half-dozen or more lesser brooks. Hodgdon, Hodgdon Corner and East Hodgdon are its principal village centers.

Hodgdon was settled in 1824 and formed from the Groton and Westford Academy Grants. It was incorporated in 1832 as the 300th town.

HOULTON—Houlton, county seat of Aroostook, is on the southeast border of the County with Carleton County, New Brunswick, and, with a population of around 8,350, is a busy commercial, industrial and transportation center for Southern Aroostook. It is the oldest settled town in the County, named from a pioneer settler, Joseph Houlton, who came there in 1805.

Eastern terminus of U. S. Route Two, which here makes its second junction in Maine with U. S. Route One, Houlton also is served by the Bangor and Aroostook Railroad and the Canadian Pacific Railway and Northeast Airlines. Bus service is on regular schedules to Bangor, Northern Aroostook and Woodstock, N. B., on a major highway into the Canadian Provinces. Houlton is a port of entry, with a U. S. Customs Station at the border line.

Covering 36 square miles, the ordinary township size of six by six miles, Houlton has 33 miles of streets, 24 wholesale and 83 retail establishments, with nearly a score of industrial enterprises. Two modern hotels, two theaters, and three banks with total deposits of more than $13,000,000, a semi-weekly newspaper and a monthly farm journal are among its service establishments.

It is the center of a farm and trading population area of some 20,000 people and during some years is host town for the Aroostook Potato Blossom Festival. Besides potatoes, which are the chief crop of the area, field peas for quick-freezing, dairying, beef and poultry raising are chief agricultural activities for the area centered on Houlton.

Industries include bag making, baking, beverages, food processing, concrete blocks, fertilizers, monuments, insecticides, lumber, machinery, meat packing, plywood, starch factories and woodworking shops. Service establishments include farm implement sales and service, automobile dealers and servicing, contractors and building supplies, florists, electrical services, fuel distribution, insurance, laundries, potato shipping, restaurants, metal working and trucking. Four major highway truckers and several lesser concerns operate on regularly scheduled runs.

The *Houlton Pioneer Times* is the semi-weekly newspaper and the banks are the First National Bank of Houlton, Houlton Trust

Company and the Houlton Savings Bank, the only savings bank in the County. Two hospitals, the Aroostook General Hospital and Madigan Memorial Hospital and Nurses Training School provide health facilities for the area. Nine churches serve religious needs and denominations represented include Baptist, Catholic, Christian Missionary, Christian Science, Congregational, Episcopal, Full Gospel Mission, Methodist, Salvation Army, Unitarian and United Baptist.

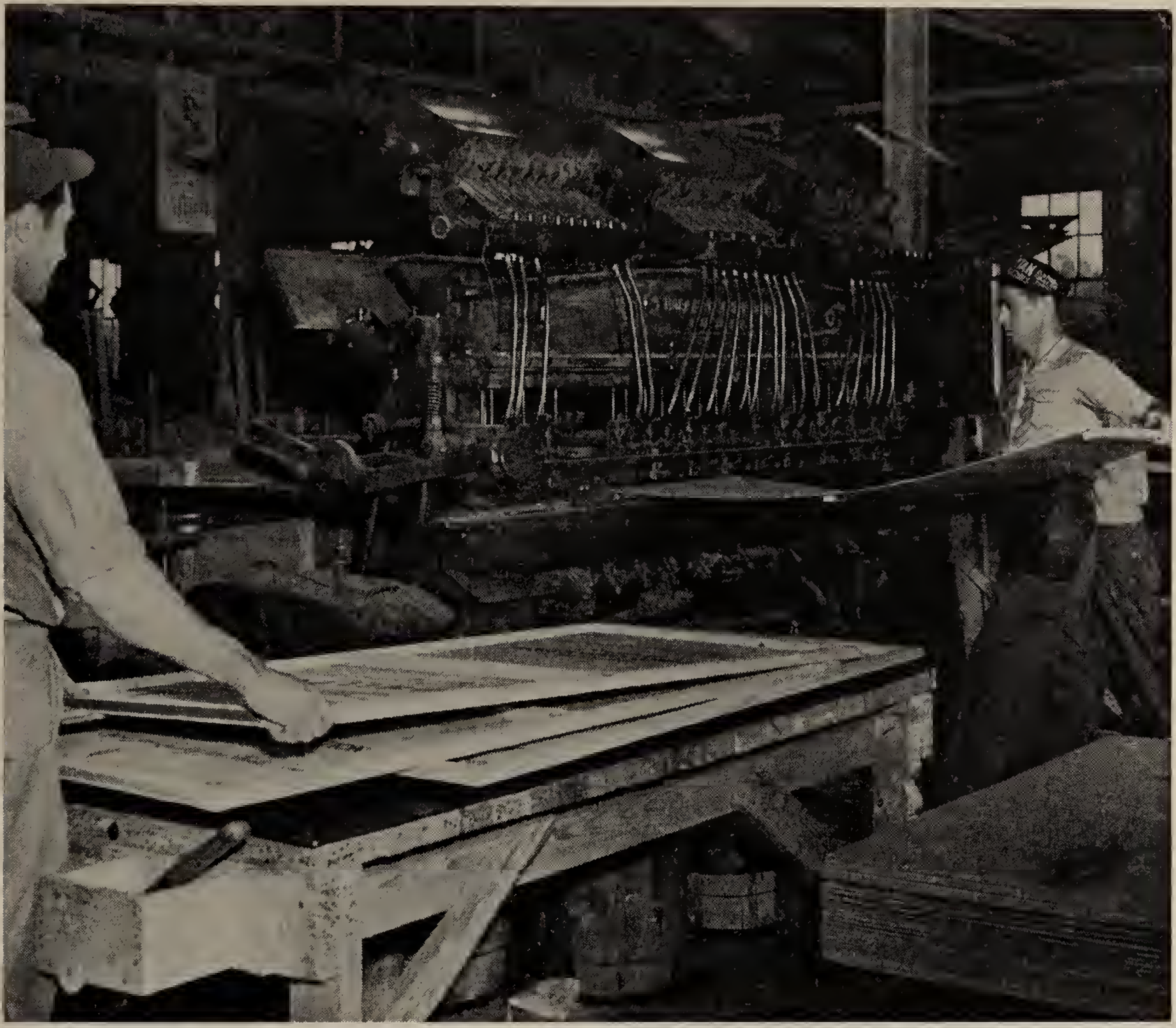
*Aroostook County Courthouse, Houlton*

Education is provided by Ricker College, latest of Maine's five full-term colleges, Ricker Classical Institute, Houlton High School, St. Mary's Academy, a junior high school and five elementary and parochial schools.

Houlton Airport is a former U. S. Army Air Base on the eastern side of town, rated Class Two, with three paved runways of up to 5,700 feet and two large hangars, with flight instruction and charter service. Three municipal parks total 41 acres, of which the largest, Community Park, contains an athletic field, trotting race-track and stables where more than a score of Houlton-owned thoroughbreds spend the winter. Lakeview Golf Course (9-36) is in adjoining New Limerick at the head of Nickerson Lake, six miles west of Houlton center. Three local libraries are Cary Library, public, with 23,000 volumes; Aroostook County Law Library, with 7,000 volumes; and Ricker College Library.

On the western side of the town, on Route Two, is the Trans-Atlantic Receiving Station of the American Telephone and Telegraph Company, the first long-wave receiving station of its kind, where communications traffic was inaugurated in 1927.

In addition to its commercial and industrial area on the banks of the Meduxnekeag River, Houlton also is an attractive, elm-shaded residential town of historic interest to all of Northern Maine. Besides Joseph Houlton, Aaron and Joseph Putnam settled there in 1805, coming from New Salem, Mass. Aaron Putnam built the first dam and sawmill on the site of the town in 1810 and 12 years later the Cary family came from New Salem to found Cary's Mills, on Route Two A in the southwestern section of the township, which was a combination of foundry, carding and grist mills. In 1828 seven companies of U. S. Infantry were moved into Houlton as the "Aroostook War" began to brew and these were established on Garrison Hill (583 feet) one mile east of the town on present U. S. Route Two. Hancock Barracks was built and a parade ground laid out. From this point today is an excellent panorama of the surrounding countryside.



*Scene in Houlton Plant of the Atlas Plywood Corporation*

In 1832, the "Military Road" from Bangor to Houlton through the Haynesville Woods was constructed and when the "Aroostook War" came in 1839 to climax the old border controversy, twelve companies of Maine militia were garrisoned at Houlton. The post was given up eight years later, after the boundary dispute had been adjusted without a battle. In 1870 the Canadian Pacific (then the New Brunswick Railway) extended a branch from Woodstock, N. B., to Houlton, five miles away and a year later the predecessor of the Maine Central Railroad put a line through from Bangor to Vanceboro, thus giving Houlton rail connection with the south. In 1894 the Bangor and Aroostook Railroad built its line into Houlton, later extending it to all of Northern Aroostook.

Highway transportation and, within recent years, air line services, have still further improved communications between Aroostook and Southern Maine through Houlton. Together with fundamental rail transport, these agencies are today assisting greatly in the continuing development of the extensive Aroostook County area, which has been hailed as one of America's last "frontiers."

Although lumber was the first and still ranks second among the economic resources of Aroostook County, potatoes soon became of primary economic importance in the Houlton area and the one-fifth of the County which has been cleared for farmlands. Present circumstances indicate a fluctuating fortune for the potato industry, with national per capita consumption on a long-term downward trend. With the increasing availability of fast transportation in recent years, a beginning has been made to turn part of the agricultural economy of Aroostook into more diversified production, such as dairying, beef cattle, poultry, quick-freeze vegetables, berries and small fruits and commercial horticulture.

In the natural sequence of developments, these new trends are more noticeable in the southern section of the County, where transportation facilities are more developed. Acreages which for many years were devoted to potatoes, even though in rotation with small grains, oats and clover, now are being used to an ever greater extent for cattle, poultry, berries for fresh shipment and peas for freezing. Within the past few years the first railroad milk receiving station in Aroostook was set up at Island Falls, a national concern has established several plants for frozen peas, large eastern shippers are contracting for fresh strawberries for air transport, and an experimental acre of Dutch tulips came into bloom in the Spring of 1950 on farms near Monticello and Presque Isle. Aroostook County soil, always heavily fertilized for potatoes, and its clean, healthful climate, give promise, through diversified and intelligent exploitation, of supplying any economic deficiencies arising from future uncertainties in the "potato deal."

With some indications of mineral exploitation possibilities, in such basic fields as manganese, limestone, and even several rarer minerals, such as silver, lead, tin and mercury (a large, mixed deposit of these in New Limerick adjoining Houlton, was being assayed in 1950), basic industrial developments also may be in store for Aroostook County. Wood working and other industries based on lumber also are today making gains in the County.

In addition, the recreation, or tourist industry, based on fishing, hunting, vacationing and sightseeing, also has shown phenomenal growth in Aroostook as with most of Maine over the past quarter-century as transportation facilities have improved and expanded. In this continuing progress, Southern Aroostook first, and later all of Aroostook, with its vast natural resources of forest, streams, lakes and scenery stand to benefit as highways and other modes of transportation are improved. All of Aroostook County and, more proximately, Southern Aroostook, based on Houlton, thus looks forward to the economic future with sound confidence. After a phenomenal development of little more than a century, less than one-third the recorded history of the coastal regions of Maine, America's ''last frontier,'' Aroostook County, may be regarded as on the threshold of the third major phase in its economic history.

Houlton was organized in 1826 and incorporated in 1831, the 291st town. Part of the Williams College Grant, the northern part of the township, was annexed in 1834.

Island Falls—Island Falls is a busy trading, commercial and service center in southwest Aroostook on U. S. Route Two about halfway between Macwahoc and Houlton. With a population of about 1,240, its main industries are potatoes, lumbering, dairying and sporting camps, together with several score service establishments. Here, in 1947, H. P. Hood & Son established the first railroad milk receiving station in Aroostook County, shipping milk daily into the Boston market.

Besides its farm, commercial and industrial activities Island Falls also is in an expanding hunting, fishing and vacationing region. The west branch of the Mattawamkeag River flows through the center of the village over a waterpower site for which the town is named and it contains most of Upper and Lower Mattawamkeag and Pleasant Lakes, popular fishing and vacationing locales. The latter was one of Theodore Roosevelt's favorite hunting and fishing spots. Most of the township is forested and its highest point is May Mountain (1127) in the northern section of the town and northwest of Route Two. This peak has a fire lookout tower of the Maine Forestry Service. Several local roads and a section of Route 159 to Patten give access to outlying farms and lakeside developments.

Milliken Memorial Hospital serves the area and a public library contains more than 2,000 volumes. Catholic, Congregational and United Baptist churches serve religious needs and the town supports a high school. A branch of the Katahdin Trust Company provides financial services.

Island Falls was settled in 1843 by Levi Sewall and Jesse Craig of Farmington. It was organized in 1858 and incorporated the 424th town in 1872.

Limestone—in the northeastern section of Aroostook, Limestone is a mostly level and rolling farmland township with considerable potato acreage and forests, but now in prominence because it contains one of the major Northeast Air Force bases for super-bombers.

Situated on extensive deposits of limestone, from which it is named; this mineral has been a major factor both in the productivity of its soil and as a satisfactory foundation for Air Force runway requirements. At least $50,000,000 is planned as total expenditure for the Air Base, including extensive housing and other features of a large Armed Forces establishment.

Limestone is bounded by Fort Fairfield on the south, Caribou on the west, Caswell Plantation on the north and Victoria County, N. B., on the east. Major highways are Route 165 from Fort Fairfield, Routes 223 and 89 from Caribou and Route 229 to the U. S. Customs Station and New Brunswick's Route Two to Grand Falls. Local roads through the township are laid out in mostly straight lines, an unusual feature for Maine, and due to the level terrain. Principal watercourses are Webster Brook, Limestone Stream, Silver Spring, Burepo, Butterfield, Greenlaw and Factory Brooks.

Some 25 potato shippers and dealers are located in Limestone, which has two starch factories, lumber mills, a theater, high school, Catholic, Espiscoal and Methodist churches, and a dozen garages and farm machinery dealers. A branch of the Frontier Trust Company also is located in the town.

Limestone was settled in 1847 by General Mark Trafton. It was incorporated in 1869 as the 423rd town. Population: 2,419, a gain of 30.4 per cent in ten years.

Linneus—Linneus is a small farming and lumbering town immediately southwest of Houlton and on U. S. Route Two A, the "Old Military Road." The Bangor-to-Houlton air route also passes over the center of the town. Mostly heavily wooded, its farmlands are strung out along Route Two A and a dozen local side roads. Beaver Brook Lake and parts of Meduxnekeag and Nickerson Lakes are within its limits, together with Beaver and Little Beaver, and Bither Brooks, Mill Stream and a section of the Meduxnekeag River. Bates Ridge (1230) rises in the northwest part of the Township.

Linneus was part of the Westford Academy Grant and was made by Massachusetts to endow a botany professorship, from which it was named for the famous botanist when it was incorporated in 1836 as the 333rd town. It was settled by Daniel Neal, who came from New Brunswick. Population: 776.

Littleton—next north from Houlton, on the east central border of Aroostook, is Littleton, a farming and lumbering community along U. S. Route One. Served by the Bangor and Aroostook Railroad, it contains a long group of potato warehouses on the northern edge of the town. Several sawmills and businesses allied with the potato and lumbering industries make up its working activities. A State Fish Hatchery is located at the foot of Long Lake, which is a wide section of Big Brook. The Meduxnekeag River flows northerly through the eastern side of the township, with several lesser brooks feeding into it. Half a dozen local roads branching off Route One give access to farmlands and woodlots, two of them connecting with local roads in New Brunswick.

Littleton was settled in 1835 and formed from parts of the Williams College and Framingham Academy Grants. It was incorporated in 1856 as the 394th town. Population: 998.

LUDLOW—Ludlow adjoins Houlton on the northwest and is half an ordinary township in size, having been organized together with New Limerick, next south, as a plantation in 1830. It was settled in 1825 as part of the Belfast Academy Grant. New Limerick was set off and incorporated in 1837 and Ludlow was incorporated in 1864 as the 416th town.

U. S. Route 2 from Houlton to Island Falls touches the southwest corner of the township, where the village center is located, while another east-west road to Houlton, slightly to the north, and several branch roads, serve farmstands and woods locations. Lamb, Mill, Cold, Moose and Dog Brooks drain the township in a general northwest-southeast direction. Tiny Bradbury Lake is the headwater for Cold Brook. Population: 361.

MADAWASKA—Madawaska, northernmost town in Maine, is on U. S. Route One and the most northerly loop of the St. John River. A town of some 4,870 population, it is one of the largest towns in area in the County, containing 38,074 acres. An industrial and commercial town, it is notable as the site of the Fraser Paper Co., Ltd., located both here and across the river in Edmunston, N. B. This firm makes 55 per cent of the Nation's drinking straw paper, lightweight catalogue stock and many other paper specialities. Liquid pulp crosses the river in large pipes, connecting the two mills.

Madawaska and Edmundston are connected by an International Bridge, which connects U. S. Route One and Canadian Route Two to Riviere de Loup and Quebec City. U. S. and Canadian Customs Stations are on either side of the bridge.

Principal business activities are centered along the Main Street of the town (U. S. Route One) and include several score retail and service establishments. In addition to the paper mill, two lumber mills, several potato shippers, garages and metal working shops provide employment, in addition to the service industries, professions and trades.

St. David is the principal village settlement along Route One, in addition to Madawaska center, both being on the Bangor and Aroostook Railroad. A network of local roads gives access to the central and southern part of the township, which extends to the eastern side of Long Lake. Cyr Mountain (1160) and Lake Mountain rise in the southern section and the mostly rolling, or hilly, terrain is drained by a dozen brooks and streams. Germain Lake is in the east central section. Martin Brook, Factory Brook, Beaulieu and Lower Beaulieu and Thibodeau Brooks all flow in a general south-north direction down the sloping hills to the St. John River, while Little River and Paulette Brook flow into Long Lake.

Madawaska was settled by French Acadians. It was incorporated in 1869 as the 422nd town.

Mapleton—adjoining Presque Isle to the west, Mapleton is a farming and lumbering community of pleasant, rolling countryside, marked by substantial farmsteads and scores of modern, mostly white, homes. Two major roads, Routes 163 (Presque Isle to Ashland) and 227 (Presque Isle to Ashland) cross the township. The former route passes through the southern section and the road-junction village of Mapleton, while the latter passes through the northern part of the township and the village cluster of State Road. Bangor and Aroostook Railroad branch lines make a junction at Mapleton Village, one branch going to Presque Isle and the other to Washburn. Potato shipping and a starch factory are chief industries in this section noted for its seed potato production. Clayton Brook, Spring Brook and Presque Isle Stream are principal waterways. A community park and picnic ground is a popular local recreational feature. Mapleton was settled in 1842 and incorporated in 1880 as the 443rd town. Population: 1,362.

(Courtesy Maine Potato Growers, Inc., Presque Isle)

*Harvesting the Aroostook County Crop*

Mars Hill—Mars Hill is an important highway junction, farming, lumbering and business center southeast of Presque Isle on Routes One and One-A, with local roads to Westfield, Easton and the Canadian border. It is named from the four-mile-long ridge of the same name, which stretches from north to south on the easterly side of the town.

This ridge, Mars Hill (1660), rises somewhat abruptly from the low rolling countryside and is a dominant feature of the landscape for many miles north and south along Route One and One-A. These are the "highlands" which figured prominently in the "Aroostook War" boundary dispute, the British claiming that this ridge was the one referred to in the Treaty of 1782, dividing "those rivers that empty themselves into the River St. Lawrence from those that fall into the Atlantic Ocean." The United States contended that the "highlands" referred to were many more miles to the north, the Webster-Ashburton Treaty of 1842 finally compromising the rival claims and settling the present northeastern boundary of Maine and the United States. A rough road, which is to be improved, has been bulldozed to the top of Mars Hill, from which an extensive panorama of the St. John River Valley is obtainable.

Nearly a score of potato shippers, a starch factory, a fertilizer plant, sawmills, poultry breeding, dairying, and several score allied business and professional establishments make Mars Hill a busy center about midway between Houlton, Presque Isle and Fort Fairfield. Five churches, a hospital, hotel, two libraries, Aroostook Central Institute and a weekly newspaper, the *Mars Hill View*, are valuable adjuncts to community life. The main line of the Bangor and Aroostook Railroad, as well as the highway arteries, make it an important shipping point. A local airfield offers charter service and flight training.

Prestile Stream, forming a small pond near the center of the town, Rocky Brook and Quisiquit Brook are the principal waterways. Mars Hill was settled in 1844 and incorporated the 419th town in 1867. Population: 2,058.

MASARDIS—next south of Ashland on Route 11, the interior "Aroostook Scenic Highway," Masardis is a potato shipping and lumbering town on the edge of the central Aroostook wilderness. The Aroostook River flows from south to north through the center of the township and one end of hairpin-shaped Squapan Lake juts into its northeast corner. The Bangor and Aroostook Railroad line to Ashland and Portage follows the east bank of the Aroostook River through the township, making a junction at Squapan on the town's northern borderline. An offshoot of Route 11 runs northwest to Garfield Plantation, west of Ashland, while other side roads lead to Squapan Dam, an important control station of the Maine Public Service Company; and to the Blackwater River section on the southeast of the township. Several tote roads and farm roads lead further into the woods and river valley farm sections.

In the northern part of the town, Sterling Ridge (840) and Rockwell Ridge (808) slope gradually to the Aroostook River level. St. Croix Stream joins the Aroostook River in Masardis Village. Squapan Stream, the outlet of Squapan Lake, flows along the northern edge of the town to join the Aroostook River in southern Ashland, while Shields Brook and Horse Brook flow from the western woods and swamp areas into the large river. Three wild land townships, T. 10,

R. 6-8, stretch westward from Masardis to the northern wilderness limits of Piscatquis County. Masardis was settled in 1833 and incorporated in 1839 as the 347th town. Population: 522.

MERRILL—west of Smyrna, in south central Aroostook County, Merrill is a small farming and lumbering town northwest of Smyrna Mills Village. Route 212, from Smyrna Mills to Knowles Corner on Route 11, is the principal highway running diagonally through the township, with a town line road forming the boundary with Dyer Brook, next township to the south. Most of the farmstands in the town are scattered along these two roads. Dyer, Hastings, Dudley, Cold and Soule Brooks flow through the township into the Mattawamkeag River system, through mostly wooded areas. Merrill was settled in 1840 and incorporated in 1911 as the 475th town. Population: 383.

MONTICELLO—on the eastern edge of the County, Monticello, on Route One and the main line of the Bangor and Aroostook Railroad, is a potato shipping and lumbering town between Littleton to the south and Bridgewater to the north. Route One forms the Main Street of the village, with lateral roads tapping the rolling countryside to the east and west. The Meduxnekeag River runs west-east through the center of the township and village to make a loop in adjoining Carleton County, New Brunswick, before flowing into the St. John River. Conroy, Gentle, Rideout and Jewell Lakes are small water areas within the township, which also contains several brooks and streams. Fishing and hunting opportunities are excellent. Monticello was settled in 1830 and incorporated the 371st town in 1846. Population 1,281.

NEW LIMERICK—next west of Houlton, New Limerick is the southern half of the Belfast Academy Grant, of which Ludlow is the northern half. A farming and lumbering town, it is traversed east-west by U. S. Route 2, from Houlton to Smyrna Mills, with branch roads leading to farm, lake and woods areas. New Limerick Village is on the south side of the township, on a major road from Cary's Mills section of Houlton and along the northern side of Nickerson Lake. The northern end of Meduxnekeag Lake juts into the southwest corner of the township, both lake areas being popular with cottagers and vacationers. Gould Pond, County Road Pond, Hannigan Lake, Cochrane Lake and Bradbury Lake are other water areas within the town limits. An area near the shores of Meduxnekeag Lake, in New Limerick and Linneus, next town to the south, was being sampled in 1950 for deposits of mixed minerals, including copper, lead, silver, and traces of gold and mercury. The Bangor and Aroostook Railroad main line follows the general direction of Route Two through New Limerick. While potatoes and lumber remain the chief bases of the town's economy, the growth of recreational developments also is adding to general business and population. New Limerick was settled in 1775 and incorporated in 1837 as the 339th town. Population: 547.

New Sweden—in Northeastern Aroostook County, New Sweden is a neat farming and lumbering community populated by descendants of Swedish settlers who established the town in 1870 through the sponsorship of Hon. William Widgery Thomas, Jr., of Portland, former U. S. Consul at Gothenburg, Sweden. Having been appointed Commissioner of Immigration by the Maine Legislature, he went to Sweden and recruited a colony of some 50 men, women and children. The success of this group induced others to follow from their native land, adding several thousand Swedish settlers to Maine's population here and in other parts of the State.

On the main line of the Bangor and Aroostook Railroad to Van Buren and on State Route 161 from Caribou to Fort Kent, New Sweden's well-kept farms are on the gentle slopes of several easy ridges rolling throughout the township. Village centers in the town are New Sweden Station, New Sweden, Sweden and Jemtland. The Little Madawaska River curves through the northeast corner of the township, with Caribou Stream, Sealander Brook and Bearsley Brook as other principal waterways. Gelot Pond and Fogelin Pond empty into Bearsley Brook. Sawmills, potato shipping, garages and allied service trades are principal businesses in the town. After its organization in 1876, New Sweden was incorporated in 1895 as the 454th town. Population: 824.

Oakfield—in southern Aroostook County, Oakfield is a small farming and lumbering town south of Smyrna Mills and 18 miles southwest of Houlton. It is on the Bangor and Aroostook main line, its principal road being an offshoot of Route Two between Dyer Brook and Smyrna Mills. Local roads lead around farm, lake and mountain areas, the principal elevations being Sam Drew Mountain (1510), Hunt Ridge (1130) and Timoney Mountain. Long Lake, Spaulding Lake and the western end of Meduxnekeag Lake are its principal water areas. The East Branch of the Mattawamkeag River flows along its western side. Other major waterways are Moose Brook, Colbroth Brook, Bear, Higgins and Morrison Brooks, the latter three flowing into Meduxnekeag Lake. With its woods, lakes and mountains, Oakfield is a popular hunting and fishing area. It was settled in 1831 and incorporated in 1897 as the 463rd town. Population: 1,038.

Orient—Orient is a small, heavily-wooded town in the southeast corner of Aroostook at the head of East Grand Lake on the boundary with New Brunswick. U. S. Route One from Calais to Houlton passes through the center of the township and village, with farmstands mostly scattered along this principal highway. From the village a branch road leaves Route One to the east for a U. S. Customs Station at the head of the big lake, where several sporting camps are located. Several other side roads also run to sections of the lake shore. Skagrock Stream drains the western side of the township toward the Mattawamkeag River, which it joins in Haynesville to the west. Langley Lake and several small brooks flow into the northern end of East Grand Lake on the eastern side. The road into New Brunswick passes between the head of East Grand Lake and North Lake, most of which lies in York County, New Brunswick. Lumbering and sporting camps are the chief activities, along with general farming. Orient was settled in 1830 and incorporated in 1856 as the 395th town. Population: 176.

PERHAM—northwest of Washburn, on Route 228, Perham is a farming and lumbering community in northeast Aroostook and on the Bangor and Aroostook Railroad. Several local roads branch off the main highway into its farming and woods areas. An iron deposit of nearly 50 per cent concentration once was worked in the town with some success. Salmon Brook Lake, from which Salmon Brook flows into the Aroostook River in Washburn, is its principal waterway, draining a swampy area which comprises more than 10 per cent of the township. Rolling farmlands and wooded areas feature its topography. Perham was settled in 1860 by residents from Oxford and Franklin Counties. It was named in honor of Governor Sidney Perham of Paris, Maine. It was incorporated in 1897 as the 464th town. Population: 573.

PORTAGE LAKE—on Route 11 at the edge of the central Aroostook wilderness, Portage is a lumbering and sporting camp center at the foot of a large lake of the same name. Pontoon plane service for a large area of Aroostook and northern Piscataquis County lake areas has its headquarters here. Portage Village also is a major point on the Fish River Chain canoe trips. It is on the Bangor and Aroostook Railroad line to Fort Kent, a factor which made it famous as a hunting and fishing headquarters before roads were developed. A group of sporting camps has been established around the lake near the village, which also has a high school, a small library and several trade and business establishments. Westerly from Portage, either by canoe or airplane, are Fish River Lake, Carr Pond, Big Machias Lake and the Musquacook Lakes to the southwest, while northwest is the DeBoulie Mountain and Lake area, all of which contribute to making Portage a famous center of hunting, fishing and trapping activities, in addition to basic lumber and pulpwood cutting. Portage Lake was organized in 1872 and incorporated in 1909 as the 474th town. Population: 539.

ST. AGATHA—St. Agatha is a lumbering, farming and sporting camp village in northeast Aroostook south of Frenchville and Madawaska. Its village is at the northwestern head of Long Lake of the Fish River Chain and on Route 162 from Frenchville to Guerette. Populated mostly by French Acadians, it contains a score of trade and service establishments, sawmills, two starch factories, a high school, library, hospital and a convent of Sisters of Notre Dame de la Sagesse. Morin Hill is its highest elevation, at the head of Long Lake, into which flow several brooks. Rolling farmlands are traversed by a network of local roads. St. Agatha was set off from Frenchville and incorporated in 1899 as the 466th town. Another part of Frenchville was annexed in 1927. Population: 1,511.

Sherman—Sherman, in southwest Aroostook County, adjoins the Penobscot County line. It is a farming and lumbering community and is on the main line of the Bangor and Aroostook Railroad. Its principal village centers are Sherman, Sherman Mills and Golden Ridge, which the town formerly was named. Sherman Station, on the railroad, is located just over the Penobscot County line in Stacyville Plantation.

Route 11 from Patten (Penobscot County) swings into Sherman Village for a short distance before swinging westerly again to Stacyville, while Route Two, from Macwahoc and Monarda runs south to north along the easterly side of the township. Route 158 connects Route Two with Sherman Mills and Sherman, while a local road connects Sherman Mills with Route Two at Golden Ridge. Another local road connects Sherman Village with Benedicta, next south, from which a gravel road extends southward to Route Two at Molunkus.

Potato farming, lumbering, sporting camps and more than a score of retail and service establishments are found in the three village centers. Macwahoc Lake is on the eastern edge of the town, which is traversed by a dozen brooks and waterways. Sherman was settled in 1832 and incorporated in 1862 as the 412th town. Part of Silver Ridge was annexed in 1870 and part of Crystal in 1881. Population: 1,026.

Smyrna—the township of Smyrna, in south central Aroostook, is a farming and lumbering community of about 350 population in an excellent hunting and fishing region. U. S. Route Two is its principal highway on the southern side of the township and is the middle section of the Island Falls to Houlton stretch. The Bangor and Aroostook line to Ashland and Fort Kent runs through Smyrna Mills Village, in the southwestern corner of the township, from Oakfield Junction. The railroad line here follows the East Branch of the Mattawamkeag River, which flows north-south along the western edge of Smyrna Township and through Smyrna Mills. Local roads branch off Route Two to Oakfield and Smyrna Center, the latter the only other village and in the center of the township. Duck Pond, Half Moon Pond, White Lake and part of Cochrane Lake lie in the township, which also is drained by Colbroth, Limestone, Marley, Dunn, Mill, Moose and Soule Brooks. Rocky Ridge (850) rises in the northeast corner of the township. Smyrna Mills is the principal village and part of the built up area is in the town of Merrill, next to the west. Smyrna was settled in 1830 and incorporated in 1839 as the 344th town.

Stockholm—Stockholm lies north of New Sweden in northeast Aroostook and was settled by Swedish immigrant families from the latter town and named for the Swedish capital. Its village center is in the valley of the Little Madawaska River, which flows between Jemtland Ridge and Stockholm Mountain (974), which has a fire lookout tower of the Maine Forestry Service. Several local roads give access to farm and woods areas along the easy slopes of Stockholm Mountain and a section of State Route 161, from Caribou to Fort Kent, passes through the southwestern corner of the township. Branch lines of the Bangor and Aroostook from Washburn and Caribou make a junction at Stockholm Village before proceeding as a single line to Van Buren. Cedar Brook, Armstrong Brook and Halfway Brook drain swampy areas in a southerly direction into the Little Madawaska River, but in the northerly part of township, Mud Brook drains Mud Lake northerly into Long Lake. Stockholm was organized in 1895 and incorporated in 1911 as the 477th town. Population: 638.

*Aroostook County Potato Field*

Van Buren—largest in population of the St. John River towns, Van Buren is an important rail and highway terminal and junction point, with an international bridge and U. S. Customs Station leading to St. Leonard and Campbellton, N. B. It also has a small airplane service field and seaplane base. Several score retail and service establishments line its Main Street, which is a section of U. S. Route One. A branch of the Northern National Bank of Presque Isle serves the community, which also has three hotels and several tourist homes, a hospital, half a dozen restaurants, sawmills, a dozen garages and various commercial businesses. Sacred Heart High School for girls and Van Buren High School for boys top its educational facilities. More than a dozen potato shippers are active in the town.

At Van Buren, U. S. Route One begins to run along the south bank of the St. John River to Fort Kent, providing the most characteristic aspects of the St. John River Valley in Northern Maine. The visual outlook is generally northward across the river into the low, rolling countryside of New Brunswick; the view to the south into Maine is effectively cut off by the almost continuous line of ridges which forms the southern rim of the St. John River Valley in Maine as far west as St. Francis Plantation.

Keegan, Violette and Parent are village centers in the township north of Van Buren, along Route One. Keegan was the first settled section, in 1791, as French-Acadian rivermen and farmers settled both sides of the St. John River. A series of islands in the river here formed anchoring points for huge log booms and the lumber cut in the upper St. John, St. Francis and Allagash River sections was rafted and floated downstream to sawmills in the Van Buren section. Spring ice jams and breakups on this section of the St. John River are sometimes spectacular and were even more so when the river was filled with long logs in years past.

Local roads back from the river serve farm and woods areas along the rolling slopes of ridges rising from more than 300 feet high. In the western section of the township, Violette Stream drains a large valley area, draining into a long, artificial pond just west of Van Buren town center. Extensive yards and sidings of the Bangor and Aroostook serve several shipping points in the town. Van Buren was incorporated in 1881 as the 445th town. Part of Hamlin Plantation was annexed in 1907. Population: 5,078.

WADE—Wade is a potato farming and lumbering town west of Washburn and east of the Portage Lake area. Its principal settlements are on roads leading west from the Washburn area, on the Old and New Dunn Town Roads and along the Aroostook River, which traverses the southeast corner of the township. Principal watercourses draining into the Aroostook River are Gardner, Donnelly and Salmon (west branch) Brooks. The township is mostly rolling, wooded ridges sloping generally toward the southeast. Wade was settled in 1846 and organized in 1859. It gave up its organization in 1862 and was reorganized in 1874. It was incorporated in 1913 as the 478th town. Population: 343.

WASHBURN—Washburn, in north central Aroostook, is an important potato farming and lumbering town northwest of Presque Isle and in the Aroostook River Valley. It is served by State Route 164 from Presque Isle to Caribou, while Route 228 connects it with Perham to the northwest. It has its own bank, the Washburn Trust Company, lumbermills, a barrel factory, a food freezing plant, a State Farm experimental station, a dozen potato shippers and two score retail and service establishments. It has a high school and a public library of 4,000 volumes. It is served by the Bangor and Aroostook and Aroostook Valley Railroads. Crouseville and Washburn are the two village centers, the former in the southern part of the township on the Aroostook River and the latter on the west central side, along Salmon Brook, which makes a pretty little pond in the center of the town. Caribou, Pratt, Churchhill and Plissey Lakes all are in the northern section of the township, which is drained also by Deadwater, Kennard and Pettingill Brooks. Washburn was settled in 1826 and incorporated in 1861 as the 411th town. Population: 1,900.

Westfield—Westfield is the township next west of Mars Hill in east central Aroostook and directly south of Presque Isle. It is a potato farming and lumbering town, with a potato starch factory. U. S. Route One, from Mars Hill to Presque Isle, passes through the township, but the village center is a mile east of Route One, on Prestile Stream and the main line of the Bangor and Aroostook. Local roads branch off the main highway into the farming and wooded areas of the township. Green Mountain (1300) rises in its northwestern section just south of Quoggy Joe Mountain and Aroostook State Park. Johnson Brook and Burnt Land Stream drain its western section, with Youngs and Westfield Lakes and Youngs and Rideout Brooks draining into Prestile Stream on its eastern side. Westfield was part of the Westfield Academy and Deerfield Academy Grants and was settled in 1839. It was incorporated the 471st town in 1905. Population: 575.

Weston—Weston is the southeasternmost township in Aroostook County, bounded on the south and east by the Washington County and New Brunswick boundaries. It is mostly forest and lake terrain, with a large part of East Grand Lake within its borders. It also includes Brackett, Deering and Faulkner Lakes. U. S. Route One, from Danforth to Houlton, runs through Weston along a high ridge, presenting the first view of typical Aroostook landscape to the traveller from the south. Most of its farm lands are along this highway, from which also may be seen magnificent panoramas of East Grand Lake and the New Brunswick landscape beyond. Side routes lead to South and North Bancroft, villages to the west, and to Selden, a village center in the northwest part of Weston Township. Weston was known originally as the Hampden Academy Grant and was settled in 1825. It was incorporated in 1835 as the 325th town. A part was set off to Danforth in 1885 and a part of Bancroft annexed in 1907. Population: 248.

Woodland—next north of Washburn and next west of Caribou, Woodland is a potato farming and lumbering town traversed by State Route 228 and a network of local roads. It contains a starch factory, sawmill and nearly a score of service and trade establishments. A section of State Route 161, from Caribou to New Sweden, cuts through its northeast corner and it is served principally by the Aroostook Valley Railroad. Caribou Stream and its south branch and Factory Brook, all flowing in a general southeasterly direction, drain its gently sloping and rolling farms and woodlands. Woodland Center and Carson are its principal village centers. Woodland was organized in 1861 and incorporated in 1880 as the 444th town. Population: 1,287.

### Plantations

Allagash Plantation—the largest organized territory in Maine, Allagash Plantation in the northwestern section of the County contains 86,400 acres, or the equivalent of about four average townships. The St. John, Allagash and Little Black Rivers come together within its limits and it is also the "end of the road" for State Route 161, which follows the St. John to St. Francis and Fort Kent. Its villages are Allagash and Dickey, both on the St. John River and from these local roads lead only a few miles into the forest areas and wild lands of the Upper St. John and Allagash Rivers. More than a score of brooks feed into its river systems, the latter marked by a series of falls and rapids within the plantation limits. Prominent among these are Cross Rock, Allagash, Big and Poplar Island Rapids of the St. John River, Twin Brook and lesser rapids of the Allagash. A half-dozen peaks, ranging from 1300 to 1500 feet high, rise on both sides of the St. John River in the plantation, prominent among them being Kelly Brook Mountain (1483) and Johnson Brook Mountain (1382).

North, west and south of Allagash Plantation are 50 wild land townships in the northwestern corner of Maine, bordering to the north and west on the Province of Quebec and to the south on the northern limits of Somerset and Piscataquis Counties. In this immense area of nearly 2,000 square miles are the Upper St. John, Big Black and Allagash River systems, draining the Depot, Clayton, Long, Umsaskis and Musquacook Lakes chains, in the most extensive wilderness area in the northeastern United States. Scores of mountains up to 2,000 feet and more in elevation are scattered throughout the area.

CARY PLANTATION—Cary Plantation is on Route One, between Hodgdon and Amity and is principally a farming and lumbering center. It was settled in 1824 and organized first in 1859 and as Cary Plantation in 1883. It contains 16,358 acres of forest and farm land and is drained by Sheean Brook and the South Branch of the Meduxnekeag River.

CASWELL PLANTATION—north of Limestone on the northeastern edge of the County, Caswell Plantation on State Route 165 is a farming and lumbering community with nearly one-fifth of its total area in swamp and bog land. Half a dozen small lakes and a dozen brooks drain its low-lying areas, which are underlaid with limestone deposits. It was organized in 1879 and named for E. S. Caswell, the first settler.

CONNOR—Connor is a former township next north of Caribou, on Route One, with farming, lumbering and tourist camps as the principal industries. It was organized in 1877 and incorporated the 479th town in 1913. It was disorganized in 1945. The Little Madawaska River, fed by half a dozen brooks, flows through the southern part of the township and several local roads traverse this area. The northern part of the township is mostly bog and swamp, continuing the terrain features of Caswell Plantation, next to the east.

CYR PLANTATION—next north of Connor, Cyr Plantation also is traversed by Route One from Caribou to Van Buren. It, too, is a farming and lumbering community. Violette Brook and Hammond Brook, both flowing north into the St. John River near Van Buren, are its principal watercourses. Its eastern and southern sections contain considerable swamp area. Cyr was organized in 1870.

E Plantation—E Plantation lies just west of Blaine, from which local roads lead into it in the Three (Gin, Rideout and Alder) Brooks section. Lumber is its principal industry. It was organized in 1898.

Garfield Plantation—next west of Ashland, Garfield Plantation is on the edge of the central Aroostook wilderness and connected by local roads with Masardis and Ashland. Westerly through Garfield the American Realty Road and Lynch's Tote Road are unimproved woods roads leading to the Machias River and Greenlaw Mountain (1590) areas. Some 17 wild land townships covering an area of more than 600 square miles lie north, west and south of Garfield, extending to Northern Penobscot and Piscataquis Counties and into the Big Machias, Fish River and Musquacook Lakes areas. Woods roads and trails, in addition to the river systems, have for years been the only means of travel into this Aroostook wilderness area, but, in recent years, pontoon planes based at Portage Lake have been taking hunters, trappers and fishermen in and out in a fraction of the time formerly required. Garfield was organized in 1885.

Glenwood Plantation—Glenwood Plantation lies next west of Haynesville on Route Two-A, the former "Military Road" through the "Haynesville Woods." A local road branches to the west off Route Two-A to Wytopitlock Lake, where several sporting camps are located. Orcutt Brook and the south branch of Babcock Brook drain this heavily wooded township. Glenwood was settled in 1833 and organized in 1877.

Hamlin Plantation—Hamlin Plantation is at the northeastern tip of Maine and Aroostook, south of Van Buren and east of Cyr Plantation. State Route 165, from Limestone to Van Buren, passes through Hamlin Village and follows the St. John River northwesterly. Local woods roads branch from the main highway into the ridgelands south of the river. Boney Brook, Martin Brook and Hammond Brook drain interior swamp areas back of these wooded ridges. A U. S. Customs Station south of Hamlin Village leads to Grand Falls on the St. John River, three miles inside the New Brunswick border. Hamlin's organization was ratified in 1870 and 1895 and a part set off to Van Buren in 1907. The village was named for Hannibal Hamlin, Vice-President with Abraham Lincoln.

Hammond Plantation—Hammond Plantation, northwest of Houlton, is a heavily wooded township with only a local road from Houlton giving access to its southeast corner, where a number of farms have been established. B Lake, arising on its western edge is drained by B Stream, into which flow Mansur, Webster, Brown and Twin Brooks and several lesser streams. Cameron Bog and Moose Brook drain the southern part of Hammond into Ludlow, next town to the south. Hammond was organized in 1886 and its organization ratified in 1895.

Macwahoc Plantation—Macwahoc is an important road junction village at the southern highway entrance to Aroostook County, with U. S. Route Two from Bangor branching into Route Two to Island

Falls and Route Two-A, the "Military Road," both leading to Houlton. State Route 170 from Kingman (Penobscot County) also comes into Macwahoc. Molunkus Stream and Macwahoc Stream come together south of the village to join the Mattawamkeag River at Kingman. A part of Molunkus Lake lies in the northwest corner of the township. Lumbering, farming and sporting camp activities in the area center in Macwahoc Village, which was settled in 1830 and organized in 1851.

Moro Plantation—on the southwestern side of Aroostook, Moro Plantation is a heavily-wooded lake and stream township popular with hunters and fishermen, and having extensive lumbering activities. State Route 11, the Aroostook Scenic Highway, runs north-south through the township. Knowles Corner, on the northern township line, is a junction of Route 11 with Route 212, from Smyrna Mills. On the southern township borderline, a town line road, also from Smyrna Mills, again connects with Route 11. Several local roads and tote roads give access to lake and stream areas on both sides of Route 11.

Rockabema Lake, from which arises the West branch of the Mattawamkeag River, is the largest of a chain of a dozen lakes and ponds extending westward into Penobscot County, including Pickett Mountain Pond, Grass Pond, Pleasant Lake, Mud Lake and Chase Pond. Tote Road Pond, Hale Pond and Bear Pond form a lesser chain on the southern side of the plantation, draining into the West Branch through Hale and Alder Brooks. Bradford Pond and Crawford Brook, Hastings Brook, Boston Brook and West Hastings Brook also drain into the West Branch. A group of mountainous elevations also are scattered through the township, capped by Pickett Mountain (1750), in the southwest corner. Moro was settled in 1837 and organized as Rockabema in 1850. It was reorganized as Moro in 1860. Lumbering and sporting camps are its chief activities.

Nashville Plantation—Nashville Plantation is next north of Garfield, south of Portage Lake and northwest of Ashland Village. It is a wild land plantation, traversed in its eastern section by Route 11 from Ashland to Portage and by the Ashland to Fort Kent Branch of the Bangor and Aroostook Railroad. Little Machias Lake lies in its north central section, part of the extensive Little Machias River system draining this and surrounding wild land townships. Lumbering and farming are its chief activities. Nashville was organized in 1889.

New Canada Plantation—next south of Fort Kent, New Canada Plantation is a farming and lumbering township, with its principal village, Daigle, on Route 161, Caribou to Fort Kent. From this main highway and also from Route 11, in Wallagrass Plantation, next to the west, a network of local roads serves the northern and western section of the township. Its southern section is a wooded hills and lake area, with the Sly Brook Lakes chain and California Pond draining into the Fish River-Eagle Lake system. Daigle Pond and Daigle Brook, at the village, drain into Cross Lake. New Canada was organized in 1881 as Casco Plantation and later named for its French-Acadian residents.

Oxbow Plantation—southwest of Masardis, Oxbow Plantation adjoins the northern edge of Penobscot County and is on a branch road to the west off Route 11. The Aroostook River flows west-northeast through the center of this heavily wooded township on the edge of the Northern Penobscot, Northern Piscataquis and Central Aroostook wilderness. Farming, lumbering and sporting camps are the principal activities. Before the advent of aviation, it was the "end of the road" point of canoe trips into the Upper Aroostook River and Mooseleuk Stream areas, which contain many large lakes and ponds in Northern Piscataquis and Penobscot Counties. It has been a favorite camping ground of hunters and fishermen for many years. Hayden Brook, Otter Brook, Trout Brook and Umcolcus Stream are principal watercourses in the township, all flowing into the Aroostook River. Oxbow was settled in 1840 and organized as Oxbow Plantation in 1870.

Reed Plantation—Reed is a large plantation (34,963 acres) at the southern edge of Aroostook adjoining the eastern Penobscot and northern Washington County borders. Route Two-A, from Macwahoc to Houlton, passes through its northwest corner, connecting at Reed Village with State Route 171 from Wytopitlock and Prentiss (Penobscot County). Wytopitlock, on the southern edge of the township, is the principal village and on the Maine Central-Canadian Pacific Railway line to Vanceboro. Farming, lumbering and sporting camps are the chief activities of its less than 500 residents and there is a high school at Wytopitlock. A local road from Wytopitlock off Route 171 connects with Bancroft, next town to the east. Wytopitlock Stream, Finn Brook and Smith Brook all flow southeasterly into the Mattawamkeag River, which cuts through Wytopitlock Village and the southeast corner of the plantation. Reed was settled in 1830 and its organization ratified in 1878. Part of Drew Plantation (Penobscot County) was annexed in 1889.

St. Francis Plantation—St. Francis Plantation is on the north central edge of Aroostook, at the confluence of the St. Francis and St. John Rivers, 17 miles west of Fort Kent. It is a lumbering, farming and wood-working community and terminus of a branch of the Bangor and Aroostook from Fort Kent. Its principal highway is State Route 161, Fort Kent to Allagash, next to the west. Local side roads branch off Route 161 south to the ridges rising from the St. John River Valley terrain and here again the characteristic outlook is northward into New Brunswick. Kelly Brook, Thibodeau Brook, Petite Brook and McLean Brook all flow down from the hills into the St. John River. St. Francis Village, at the river junction, is the principal settlement and here are sawmills, a wood novelty plant, several restaurants and a score of retail and service establishments, as well as the Bangor and Aroostook Railroad sidings, which load pulpwood and lumber. McLean Mountain (1954), in the southeast corner of the plantation, is the highest elevation in the township's generally hilly terrain, traversed by many tote roads and trails. St. Francis was settled by French-Acadians and its organization ratified in 1870. Cross Rock Rapids of the St. John River are at its southwest corner.

St. John Plantation—next east of St. Francis, St. John Plantation also is along the St. John River and State Route 161, its 31,190 acres extending south over heavily-wooded hill terrain to wild land Township 16, Range 8. Bangor and Aroostook sidings here also load pulpwood and lumber and some potatoes from the surrounding area. Factory Brook, Wheelock Lake and Brook and Sinclair Brook are its principal watercourses draining northward into the St. John River. Wallagrass Lake and Stream and Carter and Black Brooks, on its southern side, flow easterly into the Fish River system in Wallagrass Plantation, next to the east. St. John's organization was ratified in 1870.

Wallagrass Plantation—next east of St. John and south of Fort Kent, Wallagrass Plantation is a farming and lumbering community traversed by Route 11 from Fort Kent to Ashland, with the northern end of Eagle Lake and Fish River on its eastern side. Heavily-wooded and rolling ridges up to 1200 feet in elevation are its principal terrain features, with the Wallagrass Stream system draining the numerous valleys between the hills into Fish River. Marcial Lake, Ben Lake, Mud Lake, Labbe Pond and Spaulding Ponds are source reservoirs for the stream system, which includes Clark, Drake, Carter, Martin, St. Almond, Spaulding and Buggy Brooks.

The Fort Kent line of the Bangor and Aroostook runs along the west bank of Fish River and from Route 11 local roads and tote roads give access to interior woods and farm areas. On the east side of Fish River, a town line road from Route 11 at Soldier Pond (an enlargement of Fish River) connects with settled areas in New Canada Plantation, next east, and the southern side of Fort Kent township. Principal village settlements are Wallagrass, Soldier Pond and Belanger Settlement. Wallagrass' organization was ratified in 1870.

Westmanland Plantation—next west of New Sweden, Westmanland Plantation is a farming and lumbering community with its population of about 100 settled on about 10 miles of local roads branching from New Sweden and on the eastern edge of the plantation. The Little Madawaska River runs diagonally from southwest to northeast through the length of the township, its course being followed by the Van Buren line of the Bangor and Aroostook through Stockholm. Tote roads and woods trails lead off to areas on both sides of the Little Madawaska through the rolling forest lands. The southern section of Madawaska Lake drains into the Little Madawaska in the northeast corner of the township. Westmanland was settled by Swedish immigrants from the adjoining area and named for a province in the old country. It was organized in 1893 and its organization ratified in 1895.

Winterville Plantation—Winterville Plantation lies next south of Eagle Lake Township and embraces most of St. Froid Lake, one of the Fish River chain. Nadeau Thoroughfare, connecting St. Froid Lake and Eagle Lake, starts in the northeast corner of Winterville. Winterville is on Route 11, between Ashland and Eagle Lake Village and side roads branch to Quimby, on the eastern shore of St. Froid

Lake. The Bangor and Aroostook Fort Kent line also follows the eastern shore of St. Froid Lake. Red River enters St. Froid Lake on the western shore about midway the length of the lake, having drained the southwest corner of the township by a system of lesser brooks and streams.

Like Portage Lake, second township to the southeast, Winterville is on the edge of the north central Aroostook wilderness, with nothing but tote roads, rivers, streams, lakes and mountains extending for more than 50 miles westward to the Quebec border. Before the advent of airplanes, the Red River gave access to the DeBoulie Mountain section in T. 15, R. 9, second wild land township to the west. Here no less than ten mountain peaks, capped by DeBoulie (1981) cluster around nearly a score of lakes and ponds to provide a sportman's paradise. A spur of DeBoulie Mountain, on which a fire lookout station is located, raises a sheer cliff some 700 feet from the deep water of DeBoulie Pond, presenting only one of scores of spectacular geological features found within the area. On the south side of T. 15, R. 9, the Togue Pond chain flows into the Allagash River system to the west. In the middle of the township, Gardner Pond, DeBoulie Pond and Black Pond, with a group of lesser ponds, flow into the Red River system to the east.

Lumbering, sporting camps and limited farming are the chief activities in this entire area of north central Aroostook wilderness. Winterville was settled in 1846 and organized in 1884. Its name was changed to Hill in 1903 and back to Winterville in 1907.

## CUMBERLAND COUNTY

CUMBERLAND COUNTY, Maine's most populous area, stretches from the foothills of the White Mountains to the sea. North of York County, in the southern section of the State, its coastline features white sand beaches, stern headlands, cliffs and peninsulas, scores of harbors, islands and inlets. Inland, the great Sebago Lake-Long Lake chain, with its many lesser lakes and ponds offer residents and vacationers alike an almost unlimited scope of activities. The county contains 853 square miles and the estimated population in 1950 was 168,018, a gain of 15.1 per cent over 1940.

Portland is the county seat and its metropolitan area is the largest in Northern New England. With the adjoining communities of South Portland, Cape Elizabeth, Scarboro, Westbrook and Falmouth, Greater Portland has a combined population of nearly 125,000.

Industry, agriculture, commercial fisheries, recreational and commerce are the county's major economic components, with Portland of major State importance as a marine, railroad, highway and air transport center. Incorporated in 1760, the county originally embraced Androscoggin, Franklin and parts of Oxford, Kennebec and Somerset. The county has three cities and 23 towns.

Most traffic enters Cumberland County from the south, by highway, rail and air. In addition to U. S. Route One, along the coast, the recently-completed Maine Turnpike now provides a 45-mile, four-lane, express toll highway from Kittery at the southern corner of the State. The Boston and Maine, Maine Central and Grand Trunk railroads serve various sections of the County, while the Portland Airport has three major concrete runways to accommodate the largest planes in service.

Along U. S. Route One, entering the county from the south, Route 9 branches to Pine Point, adjoining the Old Orchard Beach section of York County and continuing the beach features of the coastline. The oceanside areas of Prouts Neck, Scarborough Beach, Higgins Beach and Cape Elizabeth are located on the southern side of the great Casco Bay area on which Maine's largest city, Portland, is located. Casco Bay contains more than a hundred islands. Along its shores, from Cape Cottage and South Portland, the scenic highway route passes through Falmouth, Cumberland, Yarmouth, Freeport and Brunswick, thence seaward on peninsula roads to the northern shores of Casco Bay, where the resort and fishing centers of Harpswell, Orr's Island and Bailey Island are located.

Northwest from Portland, on the threshold of the great Sebago Lakes Region, is a farming area famous for dairying and vegetable crops. This section includes North Yarmouth, Gray, Windham, Standish and Gorham. Sebago, second largest lake in Maine, covering 45 square miles, is the native home of Salmo Sebago, the famous, fighting, landlocked salmon, square-tail trout, black bass and many other fresh water species caught from Spring to Fall. It is also the almost inexhaustible water supply for the Portland area, providing water so pure it requires no filters or treatment of any kind.

Windham, Raymond, South Casco, Sebago and Standish, all bordering Sebago Lake, are agricultural, lumbering and resort communities, offering every type of accommodation. This area also provides sites for scores of boys' and girls' summer camps, the youngsters coming by the thousands from all sections of the Nation and from many foreign countries. The storied Songo River connects Sebago Lake with Brandy Pond and Long Lake to the north, along the shores of which are such busy resort and farming centers as Naples, Bridgton, Harrison, Otisfield and Casco. Scores of other lakes and ponds, such as Little Sebago, Panther Pond, Crescent Lake, Thomas Pond, Pleasant Lake, Highland Lake and Thompson Lake also dot this area.

*On Chebeague Island, Casco Bay*

Adjoining Oxford County to the west, the hill and lake sections of Baldwin, Douglas Hill, and Steep Falls are farming, lumbering and recreational centers, with trout waters, bridle paths, and hiking trails in abundance. Along the north central rim of the County is the historic town of New Gloucester, where the famous Shaker Society was organized in 1794 and the present Shaker Village and Church on the road to Poland Spring attract thousands of visitors. Its farm lands and forests slope down to beautiful Sabbathday Lake.

Besides its magnificent and varied terrain, Cumberland County has many unusual and historical features. Bradbury Mountain State Park in Pownal contains a granite bluff rising 484 feet and facing south, with a beautiful panorama of Casco Bay and the islands and inlets off Freeport. At Freeport also is one of the most unusual natural phenomena in the State, a "desert" of more than 500 acres. When first noticed more than 60 years ago, this was a patch of sand less than 30 feet square. Wind and weather over the years have done the rest. Yearly it spreads, covering everything in its path with its vari-colored sands. Freeport also has been called the "birthplace of Maine," for it was here that commissioners from the District of Maine and its parent Commonwealth of Massachusetts met in 1820 and signed the documents which made Maine a separate State of the Union.

Brunswick, easternmost town of the County, is the site of Bowdoin College, historic guardian of culture, whose distinguished sons over the years have provided State and National leadership. Here also, textile and paper mills have for years poured economic lifeblood into the surrounding area. Harpswell, Orr's Island and Bailey Island, reached by highway from Brunswick, or by passenger steamer from Portland are picturesque vacation, outing and fishing localities. The sights of a Maine lobsterman mending his nets, of tuna craft and small boats returning with their catches from down the Bay, are commonplace along the shore areas. In this section tuna fishing has become both a great sport and an important summer industry, while sea moss and rockweed gathering also are gaining as income producers.

Besides being the focal point for transportation in the County, the three adjoining cities, Portland, South Portland and Westbrook, contain a wide variety of industries. All three are gaining steadily in population, yet are not considered congested.

Numerous highways lead to the Sebago Lake-Long Lake Region stretching to the northern and western part of the County in a region of lakes, streams, forests and hills. On the shore of Sebago Lake in North Windham has been discovered the largest Indian burial ground in the United States and thousands of Indian relics have been collected there.

Sebago Lake State Park consists of 1,296 acres on the lake front on both sides of the Songo River. On the Casco side is a day-outing area, while a camping area is on the Naples side. Tenting and trailer stalls, parking areas, fireplaces, picnic tables and all the facilities of a large state park are found in the area, which provides 10 miles of trails, five miles of roads, 4,500 feet of sandy beach and various concessions.

Throughout Cumberland County agriculture is highly developed and widely diversified. From its dairy herds have come national and world champions and its variegated soil produces every type of vegetable in abundance, its crops and orchard produce being shipped to all eastern markets. Sea and shore fisheries are a big industry in the coastal belt, along with pleasure boating, while its scores of industries, large and small, make it a thriving, prosperous area.

### Prominent Scenic and Vista Points

Hills and lakes: Gorham, Fort Hill (320), Route 114, rolling country and hills. Pownal, Bradbury Mountain (484), Route 9, countryside and lower Casco Bay, State Park. Sebago, Douglas Hill (1416), Route 107, lakes and White Mountains. Bridgton, Pleasant Mountain (2007), Route 302, fire lookout tower, ski tow and slopes.

*Monument Square, Portland*

Naples-Harrison, Route 35, lakes and mountains. New Gloucester, Route 26, Shaker Hill, Sabbathday Lake and view of White Mountains. Upper Gloucester, Route 202, (Gray-Lewiston Road) hills and lakes. West Falmouth, Blackstrap Hill (505), view of White Mountains and Casco Bay. Sebago Lake-Long Lake Region, frequent vistas of lakes and mountains at Sebgo Lake Station (Routes 35-114); North Windham, Raymond, South Casco and Naples (Routes 302-35); East Sebago and North Sebago (Routes 11 and 114); and Raymond, Casco, Otisfield and Oxford (Route 121).

*Cobwork Granite Bridge, Orr's Island*

Shore: Shore Drive, Routes 207-77, Prouts Neck, Scarborough Beach, Higgins Beach, Cape Elizabeth, South Portland and Portland. Portland, Eastern Promenade (Casco Bay and islands, sunrises); Western Promenade (White Mountains and sunsets); Fort Sumner Park, Munjoy Hill, view of city proper; other views in all directions of mountains, lakes and sea from observation floors of taller hotels and office buildings. Portland to Brunswick, Route One and 88, Falmouth Foreside, Cumberland Foreside, Yarmouth, Freeport, South Freeport and Brunswick. Harpswell Neck, from Brunswick, Route 123 to South Harpswell, Route 24 to Orr's Island and Bailey Island.

Waterfalls and dams: Stroudwater River, near Portland Municipal Airport; Presumpscot River, dams at Falmouth, Westbrook, South Windham, North Gorham. Androscoggin River, dam and falls at Brunswick-Topsham.

Casco Bay: Island steamer tours, Casco Bay Lines, Custom House Wharf, Portland.

### Recreational

Ocean beaches: Pine Point, Prouts Neck, Scarborough Beach, Higgins Beach, Crescent Beach (Cape Elizabeth), Willard Beach (South Portland), East End Beach (Portland). Others on islands and along mainland shores.

Deep sea fishing: From Pine Point, Cape Elizabeth, Portland Harbor (including South Portland and island points), Yarmouth, Freeport, South Harpswell, Orr's Island and Bailey Island.

Golf: Bridgton, Bridgton Highlands Golf Club (9-37); Brunswick, Brunswick Golf Club (9-35); Cape Elizabeth, Purpoodock Country Club (9-34); Chebeague Island, Great Chebeague Country Club (9-33); Falmouth Foreside, Portland Country Club (18-71); Naples, Naples Golf and Country Club (9-35), Bay of Naples Inn (9-no). Portland, Riverside Municipal Golf Course (18-72); Prouts Neck, Prouts Neck Country Club (18-70); Scarborough, Willowdale Country Club (9-36); South Portland, Larry Rowe's Golf Course (9-33).

Tennis: Falmouth Foreside, Portland Country Club. Portland, municipal courts at Deering Oaks, Eastern Promenade, Payson Park and Presumpscot Park.

Baseball: Portland Stadium, professional and semi-professional leagues. Deering Oaks, semi-professional.

Softball: Portland, Deering Oaks, Eastern Promenade, Payson Park, Presumpscot Park and neighborhood playgrounds. South Portland and other communities, neighborhood grounds.

Race tracks: Gorham and Cumberland fair grounds (harness). Scarborough, Scarborough Downs, (runners).

Summer Theaters: Bridgton, Riverside Playhouse. Harrison, Deertrees. Peaks Island, Greenwood Playhouse.

Fresh water fishing: Most lakes, ponds and brooks (cf. official Department of Inland Fisheries and Game booklet).

Yachting: Portland Yacht Club, Falmouth Foreside. South Portland, Yacht Club.

State Parks: Sebago Lake, Naples and Casco, picnicking, camping, bridle paths, bathing, boating, fishing, trailers. Bradbury Mountain, Pownal, 172 acres, picnicking, camping, hiking, lookout.

Camp sites: Bridgton, Wood Pond, Route 117, trailers, swimming, canoeing. Willis Brook, Route 18.

Picnic grounds: North Windham, Route 302. Old Orchard Beach, Route 6; Portland, Baxter Woods (3 fireplaces). Cumberland Foreside, Route One. East Sebago, Routes 11 and 114. West Scarborough, Route One.

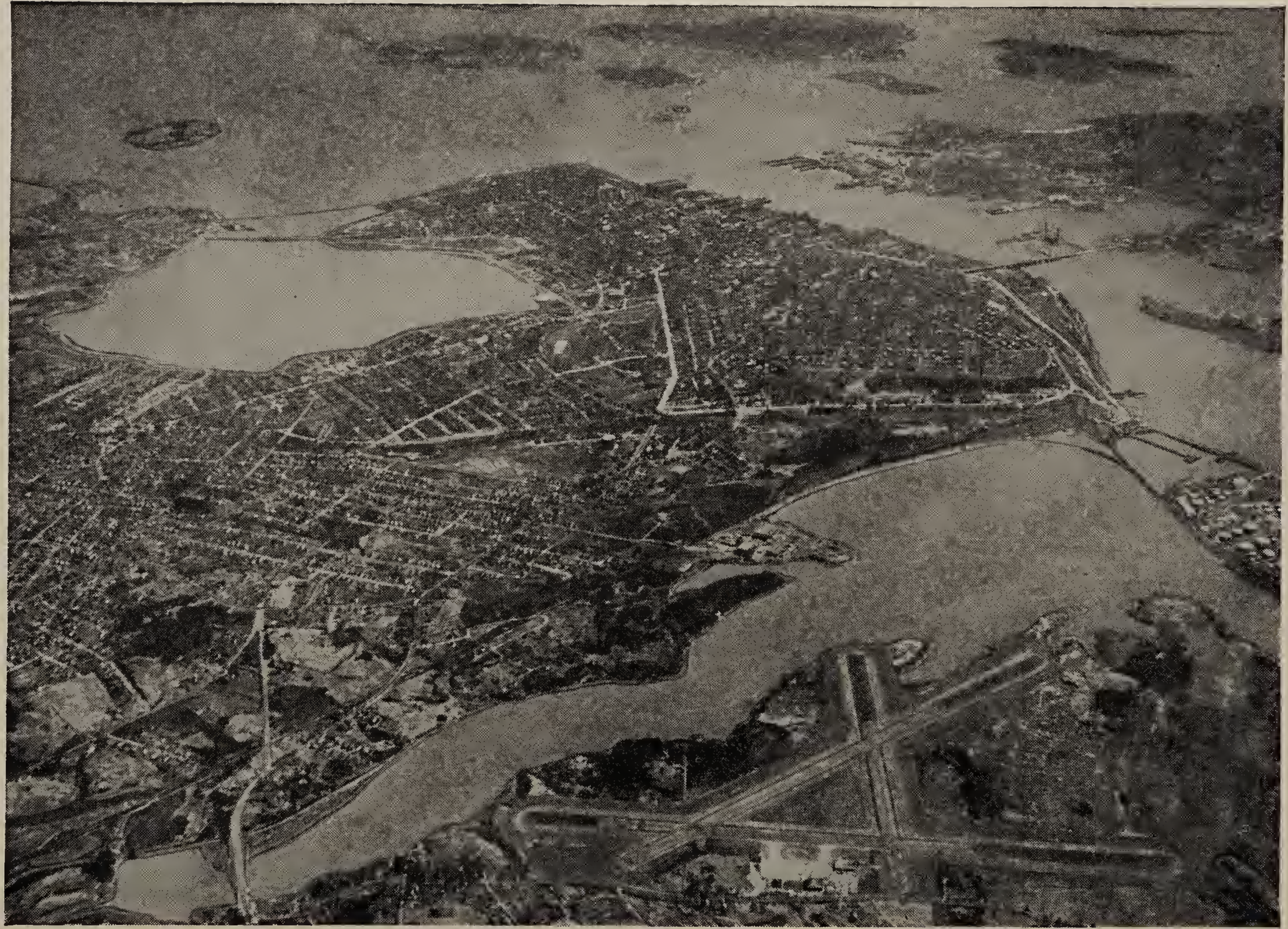
Leisure and general parks: Portland, Eastern Promenade, Western Promenade, Deering Oaks, Lincoln Park, Fort Allen Park, Fort Sumner Park, Payson Park, Presumpscot Park, Baxter Woods, Riverside Golf Course, Portland Municipal Airport. Other communities in County also have local parks and commons.

## Cities

PORTLAND—largest in population in the State of Maine and center of the most important metropolitan area in Northern New England, the City of Portland, on Casco Bay, is a commercial, banking, trade and transportation center for most of Maine, Northern New Hampshire and Northern Vermont. Its "metropolitan" area includes the surrounding communities of South Portland, Cape Elizabeth, Scarborough, Westbrook and Falmouth, with an estimated combined population of nearly 125,000 and more than 250 diversified industries of various size. It is rated as a wholesale and retail trading center for more than 500,000 population, and has the largest business section, the largest stores and the greatest variety of trade in Northern New England.

The city proper is situated on an elevated peninsula, or "hook," nearly surrounded by water (Casco Bay, Fore River, Back Cove and the Presumpscot River), a factor which tempers the heat of the summer and keeps winter temperatures moderate. Prevailing winds are from the northwest, descending from the White Mountain peaks of New Hampshire, tending to lose moisture and lowering humidity in the process. The lowest relative humidity ever recorded at the Portland Station of the United States Weather Bureau was 4.2 per cent at 5.30 p. m. on January 21, 1943, a reading comparable only to those at such places on the earth's surface as Death Valley, California.

Portland has one of the deepest and safest natural harbors on the Atlantic Coast of the United States and during World War II was the base and anchorage of the North Atlantic Fleet, which marshalled convoys off the coast of Maine and Nova Scotia. It is nearest American deepwater port to Europe and closer in nautical mileage to South American east coast ports than is New Orleans. Across its piers pass substantial tonnages of woodpulp, oil products, coal, grain, china clay, bauxite, lumber and general cargo. The Boston and Maine, Maine Central and Grand Trunk (Canadian) Railroads provide overnight service to eastern consumer markets and nearly a score of highway transport lines have their terminals in the Greater Portland area. Half a dozen bus lines, on interstate, intrastate and U. S.-Canadian runs pass through Portland, from which express passenger train service also fans out to all parts of Maine, the Canadian Provinces and to Boston. Northeast Air Lines maintains



(Courtesy Portland Chamber of Commerce)

*High Altitude View of Portland and Environs* frequent daily schedules to Boston and New York, as well as to other Maine cities and the Canadian Provinces, connecting with charter plane service to nearly every section of Maine. Portland Municipal Airport, on the western outskirts of the city, has three major concrete runways to accommodate the largest planes in service.

*Trout Flies Being Finished at Percy Tackle Company, Portland*

On U. S. Route One, Portland (together with South Portland) also is the terminus of the 45-mile express toll "superhighway" from Kittery, at the southern entrance to the State opposite Portsmouth, N. H. Other major highway arteries fan out from Portland to all sections of Northern New England and Eastern Canada. Due to its location as a transportation hub, Portland has been growing continuously for more than 300 years and its economic expansion has been accelerating in recent years, with major new warehousing, plant and service building construction still making progress. The area's wholesale distribution facilities serve all of Maine and most of Northern New Hampshire and northern Vermont, with branches and warehouses of nearly all national merchandising firms located in Greater Portland.

Industrial products basic to the area are those based on natural resources, such as lumber, pulp, paper, furniture, boxes, wood turnings, cabinet work, and processing and canning of farm and fisheries products. In addition, plants in the area produce such diverse articles as foundry items, wearing apparel, stoves, boots and shoes, elevators, industrial machinery, metal culverts, refrigeration equipment, marine hardware, clothespins, confections, ice cream, card tables, bakery products, screens and sash, metal and paper containers, textile machinery, beverages, boats, novelties, gas heaters, appliances, printing and publishing. From 1939 to 1949, the number of industrial workers in Greater Portland nearly trebled.

***Municipal Golf Course, Portland***

Three national banks, two savings banks and a trust company provide business in the Portland trading area with every essential financial service. These banks are Canal National Bank, Casco Bank and Trust Company, First Portland National Bank, National Bank of Commerce, Maine Savings Bank and Portland Savings Bank. Five loan and building associations offer their services to home builders and postwar years have seen a steady rise in home building permits.

An unlimited supply of pure water from spring-fed Sebago Lake, 15 miles to the northwest, services Portland and its surrounding area for all purposes—water so pure it requires no filters or treatment of any kind and may be taken directly from the tap for automobile storage batteries. A board of five publicly-elected trustees administers the Portland Water District, which maintains a constant program of service improvements and extensions. Electrical service provided by the Central Maine Power Company, Maine's largest public utility, and manufactured gas produced by the Portland Gas Light Company and distributed through a network of understreet mains, are rated as adequate for all present and expected industrial, commercial and residential usage.

Portland has nine public leisure and scenic parks and more than a score of playgrounds and athletic fields. Its East End Beach, below Eastern Promenade, is on the shore of Casco Bay and can accommodate several thousand persons. The grassy slopes running down from Eastern Promenade form a natural vantage point on which as many as 30,000 persons have gathered at one time to witness motor boat regattas just off the beach. Its Western Promenade, on the high bluff at the western side of the peninsula, also is a park area affording views more than 50 miles to the westward on clear days, to the White Mountains of New Hampshire, whose highest peak, Mount Washington, has a visible snow cap most of the year. The Eastern Promenade affords views far down island-studded Casco Bay and to the Atlantic Ocean horizon beyond.

A fast, 18-hole municipal golf course in the Riverton suburban section, is augmented by nine other golf courses in the surrounding county area, topped by the 18-hole Portland Country Club championship course on the shores of Casco Bay in the adjoining town of Falmouth. The Portland Yacht Club also is located at Falmouth Foreside, while Portland Harbor itself is the basing point for scores of fishing and pleasure craft of all sizes. Amateur and professional sports in Portland attract high interest during all seasons of the year, with baseball, football, basketball, boxing, wrestling and similar diversions keeping sports and recreation in the limelight the year around.

Passenger steamers ply between the Casco Bay Islands and Portland, while tours and motor trips into the nearby lake, hill and coast countryside are popular pastimes. Portland's own theater group, the Portland Players, has more than 1,000 members and its Children's Theater Unit is unique in New England and has attracted national attention. Greater Portland also contains more than a score of motion picture theaters, as well as a summer theater at Peaks Island.

Two junior colleges, a law school, four business colleges and nine high schools are located in the Greater Portland area, as well as a full-term Catholic girls' college. Portland's Public Library is rated as one of the best in the country for the area and population served and its Greenleaf Law Library is the most extensive in Maine. A school of Fine and Applied Arts is operated in conjunction with the Sweat Art Memorial and the Portland Society of Art. Museums of the Portland Society of Natural History and the Maine Historical Society are treasure houses of natural science and historical records.

In City Hall Auditorium is the Kotzschmar Memorial Organ, one of the largest in the world, a gift of one of Portland's most famous native sons, Cyrus H. K. Curtis, the noted publisher. The Portland Symphony Orchestra and several other leading musical organizations make the city an important music center, with community concerts a frequent feature.

The Catholic and Episcopal Cathedrals for Maine and scores of churches representing nearly every sect and creed minister to Portland's religious needs. Every major civic, fraternal and social organization is represented, some with their own State-wide headquarters in the Forest City. Many State-wide trade and professional associations also have their headquarters here, including the main office of the State of Maine Publicity Bureau. The Portland Chamber of Commerce is the largest in the State, with its own building and its Retail Trade Board and Better Business Bureau sub-divisions.

Maine General Hospital and Mercy Hospital, the two largest in the State, are augmented by the Maine Eye and Ear Infirmary, Maine Osteopathic Hospital, United States Marine Hospital and lesser health institutions to serve a wide area of Maine.

Six large hotels, including the modern Eastland Hotel, largest in Maine, and scores of tourist inns, transient homes and rooming houses cater to an extensive travel industry in Portland. During World War II, Portland and its surrounding cities and towns accommodated a population estimated at nearly double its normal peacetime figures, brought in by wartime shipbuilding in South Portland, manufacturing and naval activities.

The two largest assembly halls are Portland Exposition Building, with balcony, seating 6,000; and City Hall Auditorium, with two balconies, seating 3,000. Many lesser assembly halls in hotels, schools, clubs, church halls, a State Armory and local institutions also provide extensive meeting place facilities.

Public communication is served by three of Maine's leading newspapers, the *Portland Press Herald* (morning), *Portland Evening Express* and *Portland Sunday Telegram,* all owned by the Guy Gannett Publishing Company and produced in the largest and most modern (1947) newspaper plant in New England. The Gannett company also operates Radio Station WGAN in the same building. The other three Portland radio stations are WCSH, the oldest (1924), WPOR and WMTW. Television service for one or more of these stations is in imminent prospect.

Portland was incorporated as the 46th town on July 4, 1786, and adopted a city charter in 1832. The City of Deering was annexed in 1899 and the city-manager-council form of government was adopted in 1923. The original five-man council was increased to nine in 1945.

Portland's historical heritage is expressed in its official motto: "Resurgam." Since its first settlement, it has been "destroyed" four times—twice by Indian raids, again in 1775 by British naval bombardment and torch and again on July 4, 1866, by a great fire, believed started by a fire cracker in a waterfront boat shop. After each catastrophe, Portland rose again more prosperous than before.

Following brief stays of early explorers and traders, Portland's continuous settlement dates from 1633, when George Cleeve and Richard Tucker established a small company, including their families, on the mainland peninsula. The Maine Historical Society lists former names of Portland as Kaskake, Casco, Casco Bay, Old Casco, Cleeves

Neck, Munjoys Neck, Machigonne and Falmouth, from which it was set off at the town incorporation in 1786. The name Portland was taken from the early designation of Portland Head, the seaward promontory of Cape Elizabeth, which was charted by the early English explorers.

Following its destruction in 1676 in the First Indian War and again by the French and Indians in the 1690s, permanent resettlement came in 1716, when Samuel Moody settled at Falmouth. Massachusetts had taken over government of the Maine Colonies in 1658. During the next 50 years maritime commerce and trade flourished, with ships' masts, lumber, fish and furs being exported and sugar, molasses, rum and textiles being imported. Shipbuilding became a major industry and by 1770 Falmouth was a booming, bustling coastal town.

When Cumberland County was incorporated, in 1760, Falmouth became the shire town and the county seat has remained in Portland since that time. When Maine became a separate State, in 1820, Portland became the State Capital until its removal to Augusta in 1831.

Some ten years were required to achieve recovery after the British naval bombardment under Captain Mowatt in 1775 and by the time of its town incorporation in 1786, Portland once more was a thriving commercial community. Maine's first newspaper, the *Falmouth Gazette,* was established in 1785 and the Portland Bank was set up with an initial capital of $100,000. By 1800, Portland's population was 3,704 and trade with England and the West Indies was humming.

From 1807 to 1809, the two-year Jeffersonian Embargo struck a hard blow to Portland's shipbuilding and maritime trade and the young town suffered the worst depression in its history. The War of 1812 once more brought recovery, with its great demand for ships and the quick fortunes to be made in privateering. Resources of the "hinterland" north, south and west of Portland also were being developed, with the construction of bridges, rudimentary roads and the clearing of much new land for farming.

Steady economic progress was made during the 19th Century with the invention of steamboats and the development of railroads. The first rail line to Portland, from Portsmouth, N. H., was in operation in 1842. The first trans-Atlantic steamer docked in Portland in 1853 from Liverpool. The excitement of the Civil War was hardly over when the Great Fire of 1866 levelled most of the city, eliciting great contributions of money, supplies and building material from all sections of the country. In the rebuilding, streets were straightened and widened and many physical civic improvements were made possible.

Shipbuilding again brought wartime prosperity to Portland in World War I and World War II, the latter period also bringing large numbers of transient families to the city and environs in connection with naval base and Coast Guard activities.

Congress Street is Portland's "main street," extending along the ridge of the elbow-shaped peninsula from Eastern Promenade to

Union Station at the "West End" and beyond to the Westbrook and Scarboro town lines, where it becomes the "Old County Road" to Buxton. The city has a total of 190 miles of streets, all but a small fraction listed as paved or improved. Principal city sections whose names date back to days when they were village sections of the town and city include Munjoy Hill, West End, Bayside, "The Waterfront,"

*The Front Hall and Flying Staircase* *The Music Room*

*Victoria Mansion, Portland*

Libbytown, Stroudwater, Nasons, Deering, Brighton, East Deering, North Deering, Woodfords, Morrills, Allens Corner, Lunts Corner, Riverton and the larger populated islands, Peaks, Little Diamond, Great Diamond, Long and Cushings.

Since World War II some 50 new industries, large and small, have been established in Portland, while warehouse, commercial, residential and hospital construction also has increased. Major structures built during the past decade include truck transportation terminals, Mercy Hospital, Maine Savings Bank, Gannett Building, First National Stores warehouse and bakery ($2,000,000) and additions to port facilities. Super-markets and large retail store construction in the business section also have added to Portland's building gains.

Two ten-story buildings cap the city's skyline, the Bank of Commerce and Chapman Buildings, both in the city's business center on Monument Square. Other major buildings, ranging from four to eight stories, include the Baxter Building, Canal Bank Building, Clapp Memorial Building, Congress Building, County Courthouse, Federal Courthouse, Custom House, First National Building, Masonic Temple, Trelawney Building, Gannett Building, Union Mutual Building; the principal hospitals, Maine General, Mercy, Marine and Maine Eye and Ear Infirmary; the six major hotels, Eastland (ten stories), Congress Square, Lafayette, Columbia, Falmouth and Graymore; major apartment buildings, Ambassador, Metropolitan, Huddersfield, Marlborough, Trelawney, Longfellow, Northgate, Stateway, Pilgrim and Miles Standish; large industrial buildings such as Burham & Morrill Co., American Can Co., National Biscuit Company, W. L. Blake & Co., First National Stores zone warehouse, Utilities Distributors, Inc., Great Atlantic & Pacific Tea Co. regional warehouse; various wholesale and retail distribution buildings, such as Emery-Waterhouse Co., Cook, Everett & Pennell Co., New England Tel. and Tel. Co., Galt Block Warehouse, Allen Storage Warehouse, Porteous, Mitchell & Braun Co., Sears, Roebuck & Co., W. T. Grant Co., Enterprise Stores, Boyd Block, Schwartz Block, Milliken, Tomlinson Co., Owen, Moore Co., and several others.

Nearly all buildings fronting on Congress Street in the main business section are four or more stories high.

The Maine Publicity Bureau maintains its headquarters at Gateway (traffic) Circle on Route One at the western approach to the city, while the Portland Chamber of Commerce has its own building, a remodeled church with a four-stone-pillar portico at 142 Free Street on Congress Square. Portland's five-story City Hall was completed in 1912. Its Municipal Auditorium contains the Kotzschmar Memorial Organ with 177 speaking stops and couplers, more than 6,500 pipes and a carillon. Nationally-known guest organists give a series of free concerts on the organ each summer.

U. S. Route One is the principal highway artery through Portland. U. S. Route 302 from the White Mountains has its eastern terminus in Portland, while State Routes 25, to Freedom, N. H., 26, to Errol, N. H., and 100 to Bangor, also originate here.

Portland's most famous native son is Henry Wadsworth Longfellow, the poet, while second place in Portland's Hall of Fame undoubtedly would go to Cyrus H. K. Curtis, founder of the publishing company bearing his name. Portland claims only six of the 54 Maine Governors since 1820, either by place of birth or established residence at time of tenure of office. These Governors and year of their inaugurals are: Albion Keith Parris, 1822; Samuel Wells, 1856; Henry B. Cleaves, 1893; Oakley C. Curtis, 1915; Percival P. Baxter, 1921; and Ralph O. Brewster, 1925 (now U. S. Senator Owen Brewster of Dexter, Maine).

United States Senators from Portland and their terms of office have been: Albion Keith Parris, 1827-28; William Pitt Fessenden, 1854-69; and Frederick Hale, 1917-41. Prominent United States officials include Thomas Brackett Reed, Speaker of the House of Representatives (1888-93) and William Widgery Thomas (b. 1839) U. S. Minister to Sweden and Norway (see New Sweden, Aroostook County). Most famous naval officers are Commodore Edward Preble and Rear Admiral George Henry Preble. Other famous Portland men include Neal Dow (1840-97), ardent prohibitionist and father of the famous Maine Prohibition Statute, which was the forerunner of national prohibition. Portland also takes pride in being the birthplace of the world-wide Society of Christian Endeavor. In its Williston Congregational Church (1876), the Rev. and Mrs. Francis E. Clark conceived the idea of such an organization for Christian youth and within a score of years the society had spread to four continents.

*The Parlor, Victoria Mansion, Portland*

Population in 1950 was 76,936, a gain of 4.5 per cent over 1940.

South Portland—the fast-growing city in Maine, with an increase of population from 15,781 to 21,732 in the 1940-1950 decade, South Portland lies south of Portland, across Fore River and Upper Portland Harbor. Its greatest impetus came during World War II with the establishment of the basin shipyards of the Todd-Bath Shipbuilding Corporation and the conventional ways shipyard of the South Portland Shipbuilding Corporation, which, together, produced a total of 274 Liberty and Victory ships between 1940 and 1945. Employment in the two yards, called the East and West Yards, reached a peak of 30,000 workers, some of whom commuted from homes more than 50 miles distant.

Following World War II, the Greater Portland Public Development Commission was specially chartered by the State to utilize the industrial facilities of the two shipyards. By 1950 some 20 small industries had been established in the West Yard, the ways were dismantled and a $2,500,000 oil terminal was in process of construction as a joint venture of the Pocahontas Fuel Company and Standard Oil of California. In the same year, the Commission finally acquired the East Yard, with its basin facilities, from the War Surplus Administration, but plans for utilization of the area remained in a fluid state as war broke out in Korea.

During the 1940 decade more than 1,800 new family dwelling units were constructed, due both to the impetus of the shipyards and other war industries and to the modern trend toward suburbs. South Portland became the residence of many hundreds of Portland's working population.

Another noted industrial development of World War II, receiving a further major expansion in 1950, was the southern terminus of the Portland-Montreal oil pipe line. A half-dozen of the largest-capacity tanks were added to the existing cluster and a second pipe line was being built to Montreal. With no less than 10 major oil companies using South Portland as a terminal, a total of some 50 oil storage tanks, with more being planned, made South Portland the most important oil terminal north of Boston. All of the storage tanks are located adjacent to the harbor waterfront area.

South Portland's industries include metal working and machinery, food processing, boat building, bottling, market gardening and horticulture, lumber finishing, and construction contracting. The steel rolling mills of Bancroft & Martin Company form one of the largest single industries. The Rigby roundhouse and freight marshalling yards of the Maine Central and Boston and Maine Railroads make the largest railroad terminal north of Boston. Due to its strategic location south of Portland and on the opposite side of Upper Portland Harbor and Fore River, South Portland thus is fulfilling the prophecies of its early leaders and absorbing most of the industrial and residental expansion of the Greater Portland area.

The oldest settled section of the city is Ferry Village, across from Portland proper and near where the earliest shipyards, as well as those of today, are located. On the northeast shore, facing the main ship channel into Portland Harbor, are Spring Point, where, a few hundred feet offshore, the Spring Point Ledge Lighthouse is being connected to the mainland by a new granite breakwater; Fort Preble, a former coastal defense installation now being used as an Armed Forces induction center; and Willard Beach, a popular 500-foot stretch of white sand.

The section known as Knightville, just opposite the "elbow point" of Portland's peninsula, is connected with Portland by a half-mile-long level reinforced concrete bridge, built in 1913-17 at a cost of more than $1,000,000. Knightville is the principal business section of the city, with most of the supermarkets, retail stores and business offices, a modern high school for 1,200 pupils and the oil-fired steam power plant of the Central Maine Power Company, with 22,500 KW rated capacity. Sebago Lake water is supplied to the entire area through mains of the Portland Water District.

West of Knightville is the Pleasantdale section, mostly residential, but now containing a mineral-cargo handling dock of the Portland Terminal Company and the "tank farm" of the Portland-Montreal pipe line. The Broadway Plate Yard of the wartime shipyards now has been converted to a warehousing and industrial center in this section.

Between Barberry Creek, west of Pleasantdale, and Long Creek, west of the Cash Corner area, is the largest concentration of oil tanks, in a section known as Ligonia. U. S. Route One passes through Cash Corner to enter Portland over Vaughan's Bridge, an antiquated structure with a horizontal draw. A proposed $6,500,000 two-level highway and railroad bridge just north of this site was approved by voters of the State in a 1950 referendum.

Northwest of Cash Corner, in a section bordering on Portland's southwestern city line and near Portland Municipal Airport, is a State School for Boys and a War Housing Authority development of 300 duplex houses, planned to be taken over by the City of South Portland. West of this section, with an access road running east to Route One, is the Portland end of the Kittery-to-Portland Toll Turnpike, traversing the Running Hill section, and entering South Portland in the Thornton Heights Village section.

First settlement in South Portland was in 1630. Originally it was part of the town of Falmouth and later part of the town of Cape Elizabeth, from which it was set off and incorporated in 1895 as the 459th town. It was incorporated as a city in 1898 and adopted the city manager form of government in 1934.

With eight churches, a modern school system, numerous athletic fields and playgrounds and one of the most sightly residential sections in Maine on Meeting House Hill, plus its industrial expansion, South Portland leaders look forward to a continued rise in its municipal fortunes.

Westbrook—third of the County's three cities, Westbrook also has shown a steady growth in population and lies west of Portland in the Greater Portland area. Its 1950 population was 12,280, as against 11,087 in 1940.

Industrial expansion also has been evident in Westbrook over the past decade. Its largest plant, the S. D. Warren Company, large producers of book and coated paper stock, has a normal working force of more than 2,500. Second largest industry is the Dana Warp Mills, cotton yarn and grain bag manufacturers, employing more than 600. Other large employers are the Saunders Bros. dowel and wood products mill employing 100, a paper box factory and several lesser plants.

On Route 25, one of the main highway routes between Portland and the Sebago Lake section, Westbrook has more than 100 retail service establishments, most of them located along busy Main Street. Bisected by the Presumpscot River, which provides water and power for its two largest industries, Westbrook is served by a network of roads connecting with principal highways through the adjoining cities and towns of Portland, South Portland, Gorham and Windham. The White Mountain Division of the Maine Central Railroad serves Westbrook in the shipment of its industrial products to the Portland transportation hub and also for the bringing in of pulpwood from western Maine.

Farming, dairying and market gardening also are economic factors in Westbrook, in addition to its industrial, retail and service industries. Residential expansion stepped up during the past decade as the "trend to the suburbs" continued in Greater Portland.

Westbrook was part of the original Town of Falmouth and was settled in 1628. It was set off from Falmouth and incorporated as Stroudwater, the 204th town, in 1814, but later the same year its name was changed to Westbrook in honor of Colonel Westbrook. It was incorporated as a city in 1891 and has the mayor-aldermen form of government. With a large French-Canadian population, its municipal politics have alternated regularly between Republican and Democrat regimes.

Early Westbrook also was known as Saccarappa, from Saccarappa Falls of the Presumpscot River, outlet of Sebago Lake to the sea at Portland. The Stroudwater River, once used as part of the Cumberland-Oxford Canal (Portland to Harrison), meanders through the southern area of the city and formerly was a favorite of canoeists. Mill Brook, outlet of Highland Lake (Duck Pond) to the north, and Minnow Brook drain its northern limits, both emptying into the Presumpscot. Route 302, the "Bridgton Road," from Portland, crosses its northeastern section.

Village sections of Westbrook also include Cumberland Mills, where the extensive S. D. Warren Company plant is located, Prides Corner and Highland Lake Corner, both on Route 302.

### Towns

Baldwin—on the western edge of Cumberland County, Baldwin is a farming, orcharding and lumbering community of 724 residents, with several sawmills, box factories and a large lumber mill specializing in knotty pine panelling. Its two principal settlements are East Baldwin, on Routes 11 and 113; West Baldwin, on Routes 113, 117 and 5; and North Baldwin. The Saco River forms its western and southern boundary, being also the boundary here between Oxford, York and Cumberland Counties. The Saddleback Hills form a series of knolls in its northwestern township area, the highest of which is Webb Rowe Hill (1732). On its northeastern side, the terrain slopes down toward Sebago Lake and its shores in the Towns of Sebago and Standish. Breakneck, Dug Hill and Quaker Brooks are the principal watercourses draining the slopes of the Saddleback Hills into the Saco River. Sand Pond, near East Baldwin, and Ingalls Pond, in the northwest corner of the town are its largest ponds.

Baldwin was settled in 1735 and was named in honor of Loammi Baldwin, one of the early settlers, when it was incorporated as the 135th town in 1802. Parts later were set off to Hiram and Sebago.

Bridgton—in the northwest corner of Cumberland County, Bridgton is a farming, trading and small industrial community in the center of a popular lakes and hills region, with many summer hotels, cottages and boys' and girls' camps. The principal village section is located between the northern end of Long Lake and Highland Lake, while most of Moose Pond lies in its western extremity. Wood Pond, Beaver Pond and Adams, Ingalls, Holt and Otter Ponds also are within its township boundaries. The northern end of Peabody Pond juts into its southwestern boundary.

Bald Pate Hill (1160), Fitch Hill (1143), Choat Hill (820), Mt. Henry (660), Pleasant Mountain (1920), Little Mountain (1000) and Knight Hill (840) are among its prominent elevations. Sawyer Brook, Day Brook, Willett Brook and Bear River are among its principal waterways.

Such a hill, stream, lake and pond setting early made Bridgton an important summer resort, fishing and hunting center. It was on the old Cumberland-Oxford Canal Route through Long Lake; its old stage coach road from Portland is today the modern U. S. Route 302 between Portland and the White Mountains and it was on the old steamboat route between Sebago Lake Station and Harrison. Today it is in the center of the the greatest concentration of youth camps in Maine, and its many summer hotels and cottage colonies funnel an increasing amount of tourist-created business through the town.

On the slopes of Pleasant Mountain is the first winter sports and ski tow development in Maine, its favorable northeastern exposure and dependable snowfall making skiing possible when other slopes in the Maine-New Hampshire region may be bare. Salmon, trout, bass, pickerel and perch are found in the many lakes and ponds of the area. It also is a popular deer hunting section, with many black bear taken in the nearby hills. The lakes at hand make excellent pontoon-plane bases and Bridgton also has a small airport for land planes.

Several score retail and service establishments are located in Bridgton, which has the Northern Cumberland Memorial Hospital, several public libraries, a weekly newspaper, the *Bridgton News,* several sawmills and wood working plants and a woolen mill. The Bridgton Highlands Golf Course (9-27) is rated as one of the most scenic in Maine, with panoramic views of the White Mountains and the lakes. At North Bridgton is co-educational Bridgton Academy, established in 1808, where Daniel Webster once was preceptor. Several public camp and picnic sites are located in the area and an active Chamber of Commerce maintains an efficient information service.

Bridgton was settled in 1769 and incorporated as the 84th town in 1794. At later dates parts were set off to Harrison and Naples and parts of Denmark and Fryeburg annexed. Principal settlements are Bridgton, North Bridgton, South Bridgton, West Bridgton and Sandy Creek. Its previous names were Pondicherry and Bridgeton, from Moody Bridges of Andover, Mass., one of the early proprietors. It has a town manager-selectman form of government. Population: 2,922.

BRUNSWICK—at the eastern extremity of Cumberland County, Brunswick, with its 10,943 population, is one of the most populous places in Maine still with a town form of government. A town manager was voted in 1949. It is a commercial, industrial and service center and the seat of famous Bowdoin College, chartered in 1794. Here the Androscoggin River, rising in the Rangeley chain of lakes, empties into Merrymeeting Bay (Sagadahoc County), junction also of the Kennebec, Cathance, Abagadasett and Eastern Rivers. Brunswick is situated on the sandy outwash plain of the Androscoggin River, with fingers of Casco Bay jutting into its southern areas.

A series of falls in the Androscoggin, now stabilized with several dams built on the ledges, made it a prime industrial site in the early 1800s and a cotton mill was built there in 1809. For centuries prior to that, the falls with their leaping salmon and sturgeon and the adjacent Merrymeeting Bay area, with its abundance of fish, game and waterfowl, had made it a favorite rendezvous of the Pejepscot, Canibas and Anasagunticook tribes of Indians. The first settlement and trading post was established there in 1628, but this and two subsequent settlements were destroyed in later Indian wars. By 1730, the settlement had become permanent. The first dam was built in 1753 and industrial growth was continuous. The town was a leading lumber export center in 1820 and also had other industries, such as the Dennison paper box factory, which was started in 1843, the beginning of the famous paper products company, which moved to Massachusetts half a century later.

Principal industry of the town today is the Verney Corporation (rayons) employing approximately 1,000 persons (formerly the Cabot Mills). The Pejepscot Paper Company in adjoining Topsham (Sagadahoc County) employs 300 and is an industrial factor in Brunswick's economic life. The home office and plant of H. C. Baxter & Bro., one of Maine's largest canning companies, also is in Brunswick. Other industries include awnings, baking, bottling, lumber, the Harding fabrication plant of the Bath Iron Works, and several small metal and sewing plants. More than 100 retail, service and professional establishments, including more than a score of automobile dealers, accessories and garage businesses make for a busy town economy.

Bowdoin College, near the center of the town, has, for a century and a half, been a major community influence and an important factor in the town's economy (see Part Two, Chapter Two). It is now embarked upon a $6,500,000 expansion program. Elm-shaded streets near the campus, and scores of stately and historic mansions in the town reflect the twin influences of industrial prosperity and cultural achievements connected with many of the town's prominent citizens in years past.

Historic houses include the Gilman Mansion (1799), General Joshua Chamberlain House (1808), Rundlett House (1806), Parker Cleveland House (1806), Emmons House (1814), Governor Dunlap House, Harriet Beecher Stowe House (1806), where "Uncle Tom's Cabin" was written, and the Pejepscot Historical Museum, formerly a church, built in 1825. Bowdoin College Campus also is a center of historical and cultural interest.

As a result of industrial expansion, especially of the paper and textile industries, more than half of the present population of the town is of French-Canadian stock, though now mostly native-born. Superimposed upon the Anglo-Saxon origins and traditions of the other-than-industrial aspects of the community, the resulting fabric of community life long has been the subject of interesting study by students of the Maine scene.

Brunswick was incorporated as the 11th town in 1737 and parts of North Yarmouth annexed in 1739 and 1749 and parts of Freeport annexed in 1790, 1833, 1839 and 1850. Two attempts to incorporate as a city, in 1858 and 1885, were rejected by the voters.

U. S. Route One runs through the town and it is the starting point of Route 201, the "Canada Road," through Augusta and Waterville to Quebec. Routes 123 and 24 lead south to the Harpswell and Bailey Island peninsulas, while a continuation of Maine Street runs past the Bowdoin College campus to Mere Point and the head of Maquoit Bay. The Maine Central Railroad serves the town, with lines connecting with Augusta, Rockland and Lewiston.

As a focal point of an important coastal resort and tourist region, Brunswick also derives important economic benefits from the nearby vacationing and fishing regions in the adjoining towns of Freeport and Harpswell, as well as the Merrymeeting Bay towns of Topsham and Bowdoinham, both in adjoining Sagadahoc County.

CAPE ELIZABETH—the town of Cape Elizabeth juts into the sea on the southeastern edge of Cumberland County, being bounded on the west and north by Scarborough and South Portland. Originally an agricultural community, it has become a residental suburb of Greater Portland during the past quarter century, with new housing taking a leap during the past decade. Choice locations and developments along its rocky shores and small beach areas have vied with its interior woods and meadow areas to attract home builders away from the city sections. Market gardening, berries and small fruits continue to produce important income from its fertile soil. Several small hotels and cottage developments have added to its economy in recent years and it is a favorite touring area adjacent to Portland. Route 77 is its "Shore Drive" from Prouts Neck (Scarborough) to Portland.

Cape Elizabeth was named in honor of the British Queen by Captain John Smith when he charted the New England coast in 1614. Even prior to that time, explorers and an occasional settler or trader had been known to be on this southern promontory of Casco Bay, with the first settlements and trading post believed to be on Richmond Island as early as 1603. By 1628, Walter Bagnall, expelled from Massachusetts as the "great Walt" of legendary dissipation, settled on Richmond Island, but was killed in 1631 by a party of Indians under Chief Scitterygusset, who resented Bagnall's sharp trading practices. During the 1630s, under John Winter, agent of Plymouth merchant Robert Trelawny, Richmond Island became the most prosperous settlement in Casco Bay, with ships being built to carry large cargoes of dry and salted fish and livestock, fur, lumber and sassafras gathered from along the Maine coast. This also was the period of the Cleeve and Tucker settlement of Portland. In the Massachusetts Bay Colony agreement of 1658, the conflicting ownership claims for the Casco Bay area were settled by including lands east of the Spurwink River, which is still the western boundary of Cape Elizabeth town, in Falmouth.

Cape Elizabeth was incorporated the 34th town in 1775. A part was set off to Westbrook in 1852 and a part set off to form South

Portland in 1895. After the Richmond Island settlement waned and finally disappeared, and as farming succeeded pioneering, the fertile acres around the Cape Elizabeth Town Hall center at Pond Cove Village became the focal point of the town. Nearby Cresent Beach and Seal Cove became the small boat anchorage of the combination farmer-fishermen. Cape Cottage, at the northern end of the town, developed as a summer resort and residential extension of South Portland. At Cape Cottage is the headland at the entrance to the Portland ship channel known as Portland Head, where the oldest lighthouse on the Maine coast was ordered to be erected in 1790 by President George Washington. Pictures of this famous lighthouse, 101 feet above the water, with surf breaking against the rugged rocks below, have been used to denote Maine more than any other photograph or painting. Portland Head Light is on the Fort Williams reservation, formerly a coastal defense bastion and now used chiefly for communications training and as an Army hospital.

Shoreline points in Cape Elizabeth, from South Portland line south to the Scarborough line are Maiden Cove, Ship Cove, Portland Head, Pond Cove, Zeb Cove, Peabbles Point, Trundy Point, Broad Cove, Hunts Point, Maxwell Point, Staples Cove, Dyer Cove, Two Lights (Coast Guard Station, est. 1887), High Head (Cape Elizabeth), McKenney Point, Kettle Cove and Cresent Beach in Seal Cove, Richmond Island, Ram Island, Spurwink Hill and the Spurwink River.

Interior waterways are the Spurwink River, Trout Brook, Willow Brook, Pond Cove Brook, Alewife Brook, Great Pond, Little Pond and Richards Pond.

Local roads are opening up new housing development areas and the Purpoodock Golf Club (9-34) is located in the northwestern part of the town near the South Portland town line. Cape Elizabeth also has a modern high school and grade schools and the Thomas Memorial Library of 5,000 volumes. Population in 1950 was 3,797, a gain of 19.7 per cent over 1940.

Casco—Casco is a pretty lake, hill and stream town in north central Cumberland County, with more than a score of summer hotels, sporting camps, youth camps and cottage colonies. It extends from the shores of Sebago Lake on the south to the southern end of Thompson Lake on the north, two of the three largest lakes in southwestern Maine. Five other lakes and ponds, wholly or partly within its township limits, hilly terrain and much woodland long have made Casco a popular resort, lumbering and farming town. Its two principal villages are South Casco, on Route 302 between Sebago Lake and Thomas Pond; and Casco Village, a pretty, elm-shaded village of stately houses and modern cottages on Route 121 between Pleasant Lake and Parker Pond. Other village centers are Cooks Mills and Webbs Mills (Crescent Lake). Cooks Mills is on a small pond and stream tributary to the Crooked River, which, with the Songo River, forms the western boundary of the township. Webbs Mills, now named Crescent Lake Village, is in the northeastern section of the town at the head of Crescent Lake (Rattlesnake Pond). Both villages are on Route 11 from Naples to Mechanics Falls (Androscoggin County).

On its Sebago Lake shore adjoining the mouth of the Songo River, the Town of Casco contains the Songo Beach area of Sebago Lake State Park, with a half-mile sandy beach and scores of fireplaces, tables and benches. It is frequented by thousands of picnickers and bathers each year from May to October. Cub Cove, Kettle Cove and the 14 Dingley Islands at the mouth of Kettle Cove feature this shoreline. The eastern boundary with the Town of Raymond is formed by Thomas Pond outlet (Dingley Brook) at the village of South Casco. A network of local and woods roads covers the township, giving access to all lakes, ponds and streams.

Back from the sandy and, in some places, swampy, Sebago lake shore terrain, Casco's land areas rise abruptly in a series of hills and intervale meadow lands to the Rattlesnake Mountain (1046) heights. Coffee Pond, Parker Pond, Dumpling Pond and the southern ends of Pleasant and Thompson Lakes lie among these hills, which include Pine Hill (960) and Mayberry Hill. Northeast of these two hills, a rugged woods and swamp terrain leads to the lower end of Thompson Lake. Local and woods roads lead to numerous camp and cottage sites on all these lakes and ponds. Many brooks and streams drain Casco's hills to the various lakes and ponds and the Crooked River system.

Casco was settled in 1771 and set off from Raymond and incorporated as the 353rd town in 1841. More of Raymond was annexed in 1842 and part of Poland was annexed in 1858. The Dingley Islands and Songo Gore were annexed in 1876. In South Casco Village, on the road to Raymond Cape, are several historic houses and locations, including a 50-foot high rock and shell formation connected with Indian times; the Manning House (1810), connected with Nathaniel Hawthorne; and the Murch House (1780) with its old windmill. Population: 877.

CUMBERLAND—Cumberland is an agricultural and residential town on the north of Falmouth on the Greater Portland outskirts, with some lumbering and small boat fishing adding to its economy. It extends in a southeasterly direction from Forest Lake (Windham-Gray) to central Casco Bay, embracing Chebeague Island, largest of the offshore group in Casco Bay and nine smaller islands. Village centers are West Cumberland, on the Portland-Lewiston Road (Routes 3, 26 and 100); Cumberland Center, the principal village, on Route 9 between Falmouth and North Yarmouth; Cumberland Foreside, on Routes One and 88; and Chebeague Island. The Maine Central Railroad main line passes through the center of the town.

Gently rolling hills, farm and woodlands characterize the terrain, with several brooks and streams tributary to the Piscataqua River and its East Branch draining most of the township. Broad Cove at Cumberland Foreside forms the shoreline with Casco Bay and is the location of many extensive estates and show places. In addition to Great Chebeague Island, Cumberland embraces part of Little Chebeague, Sturdivant, Basket, Hope, Cushing, Stockmans, Stave, Ministerial and Bates Islands.

Great Chebeague Island, with nearly three square miles, has a large year-around and summer population and a network of island roads connecting the various coves and landings. These latter include Western, Jenks, Central, Island and Sunset Landings, Chandler, Bennett, Coleman and Johnson Coves and Indian Point and Chebeague Point, at the extreme tips of the island. Boat service to the islands runs from both Portland and Falmouth Foreside. Several good beaches, a golf course and other recreational facilities are popular on Great Chebeague, whose fishermen bring in clams, lobsters, herring and ground fish.

Poultry, dairying, livestock, orcharding, horticulture and lumbering are important to Cumberland's rural economy, with contracting and service trades, fishing and boat building among the other components. Greeley Institute at Cumberland Center and Chebeague Island High School are its educational centers and the Cumberland Center Library has nearly 5,000 volumes.

Cumberland formerly was part of North Yarmouth, from which it was set off and incorporated in 1822. A part was set off to Portland in 1889. Its 1950 population was 1,987, a gain of 33.3 per cent over 1940.

Falmouth—next north of Portland, Falmouth also extends in a northwest-southeast direction from Highland Lake to Casco Bay. Here again the "residential" trend to the suburbs of the past decade has been most noticeable, the population of the town having increased nearly 50 per cent, from 2,883 to 4,318 between 1940 and 1950. New home construction and an increase in service and retail establishments have accompanied the expansion. Poultry, dairying, orcharding and horticulture still are important economic components, although restaurants, tourist inns and service establishments along Route One and Route 88, the Falmouth Foreside Road, are increasing. Falmouth is today principally a residential suburb of Portland and many of the homes and estates along the Foreside, once used only in the Summer, now are year-around homes. Several new housing developments have added to the home-building trend.

Gently rolling hills and fields extend back from the Casco Bay shore to hilly terrain running to Windham and the Highland Lake area. Blackstrap Hill (505), is the highest elevation, from which a great circle panorama takes in the White Mountains 50 miles to the west and the Casco Bay islands and the Atlantic Ocean horizon to the east. The Piscataqua River and tributaries drain most of the township, with the Presumpscot River and its mouth on the southern boundary with Portland. Village centers are Falmouth Corner, Falmouth Foreside, West Falmouth and North Falmouth. The Presumpscot Falls of the Presumpscot River are the site of a Central Maine Power Company Dam.

Route One from Portland crosses the Presumpscot River over the modern Martin Point Bridge to Mackworth Point in Falmouth, while Route 9 crosses nearly a mile up the river mouth. Another highway bridge below Presumpscot Falls is being replaced with a more modern structure. Grand Trunk Railway tracks cross the Presumpscot near the Route 9 (Ocean Avenue, Portland) bridge.

Principal points along the Falmouth shore are Waites Landing, Princes Point, Bartlett Point, Mussel Cove, Town Landing and Underwood Landing. The Portland Yacht Club has its landing and floats at Falmouth Foreside. Casco Bay islands included in Falmouth town limits are Mackworth Island, Clapboard Island and three small knobs known as The Brothers. Mackworth Island, connected to the mainland with a long, private pile bridge, is the summer home of former Governor Percival P. Baxter and was deeded to the State as a convalescent or recreational area upon his death.

Falmouth originally was part of the great Falmouth area of Casco Bay settled in 1632, which included Cape Elizabeth, Westbrook and Portland. The present town was incorporated in 1718 and various parts taken off to form Cape Elizabeth, Portland and Westbrook in the following century and a half.

Freeport—twenty-one miles northeast of Portland on Route One, Freeport's claim to be the ''Birthplace of Maine'' adds to the historic flavor of a substantial commercial, industrial and scenic community. On March 15, 1820, the High Commissioners of Maine and Massachusetts met in Jameson's Tavern on Main Street and signed the final papers making Maine a separate State of the Union. Freeport's many historic old houses, along elm-shaded streets, add charm to the rare combination, found in so many Maine communities, of a busy town economy in quiet, picturesque surroundings.

Several important shoe and moccasin factories, novelties, sporting goods and apparel and wood products plants add to its agricultural and waterfront activities. Here is the world-famous L. L. Bean Company, whose founder developed an unusually good Maine hunting boot design into a $2,000,000 mail order business in sporting goods. Here also is the unique Desert of Maine, several hundred acres of vari-colored sand, spreading from what was a fertile farm 70 years ago and still covering tall trees and bushes in its wind-blown march. Here also is a tradition of boat-building and sailing ships and the home of Donald B. MacMillan, noted Arctic explorer.

Situated astride U. S. Route One (a Yarmouth-Brunswick highway by-pass is being planned), Freeport's Main Street business section of several score retail and service establishments is a busy place throughout the year. Home building has taken an upward spurt during the past decade, during which the population has increased from 2,764 to 3,268. East and west of the town center, along Route One, several large tourist camp colonies are located, the area being developed for this business during the earliest days of the tourist industry. Gently rolling fields and low hills feature the town's terrain, the highest elevation being 307 feet.

South Freeport and Porter's Landing, both on the Harraseeket River, an arm of Casco Bay, were the commercial centers of Freeport's shipping day and now are residential section of stately homes that have been modernized. Boat-building, charter sailing and small boat fishing still keep these town centers busy, although on a much reduced scale.

The Cousins River inlet forms Freeport's southern boundary with Yarmouth. Local roads lead to several prominent peninsulas, including Fogg Point, Staples Point, Bartol Point, Wolf's Neck and Flying Neck. Islands within the town limits are Lanes, Crab, French, Bustins, Pettingill, Williams, Bartol and Sister Islands. Bustins Island is the largest in the group, with more than 100 cottages and homes, a community center, golf course and attractive gardens and beaches.

At South Freeport is the round stone tower known as Casco Castle, all that remains of a great summer hotel destroyed by fire in 1914. Built along the lines of a medieval castle, it had a drawbridge, postern gates, portcullis and similar features built of fieldstone. The tower standing today is 80 feet high, with walls three feet thick and is used as a landmark by fishermen offshore.

Freeport has a weekly newspaper, the *Freeport Press,* and the *Dingley Press,* devoted entirely to the printing of the more than 500,000 semi-annual copies of the L. L. Bean catalogues. A modern high school, hospital and library of nearly 10,000 volumes, together with several churches and a branch of the Lewiston Trust Company are among the business and social focal points of the community, which has a town manager-council form of government.

Freeport was part of the ancient settlement of Westcustogo, which was incorporated in 1680 under the name of North Yarmouth. It was set off and incorporated as Freeport, the 64th town, in 1789. Part was set off to Brunswick in 1790 and other parts to the same town in 1833, 1839 and 1850. A part also was set off to form Pownal in 1808.

GORHAM—ten miles west of Portland on Route 25, Gorham is a pleasant residential place whose predominantly agricultural aspect of former years is giving way to a growing home-building expansion. As an outer suburb of the Greater Portland area—and one of its most attractive—Gorham has increased its population by about 35 per cent, from 3,494 to 4,715, in the 1940-50 decade. It has its own bank, the Gorham Savings Bank, two canning factories specializing in green beans and corn, and more than a score of retail and service establishments, together with several restaurants, tourist inns and similar establishments. Its large dairy, poultry and produce farms, orchards and greenhouses operate on extensive outlying and fertile acreages, most of the terrain being pleasantly rolling and well-watered with numerous streams and brooks.

Largest operation in the town is Gorham State Teachers College, in the center of the village on a 12-acre campus, established in 1878. Its original building was erected in 1805 as Gorham Academy. A modern junior high school is operated jointly by the town and the State of Maine and is a training school for the Teachers College students. Gorham also has a modern senior high school, with separate gymnasium. Baxter Memorial Library lists 15,000 volumes. Nine churches of the major denominations serve religious needs in all sections of the community.

Even as it is today a hub of road travel from Portland and southwestern Maine to the Sebago Lake and White Mountain Regions, so Gorham once was a favorite stagecoach stop for travelers along these routes. It contains many stately old homes and historic mansions, including what is believed to be the oldest brick house in the State of Maine, built of hand-made brick in 1769. Other historic houses are the Baxter Museum (1808), with its relics dating back to Indian days, former home of James Phinney Baxter and his son former Governor Percival P. Baxter; the Smith House (1765), with its raised-panel door and panelled rooms; the Crockett-Jewett-Broad House (1765); and the many buildings of Gorham State Teachers College.

Route 25, from Portland to Freedom, N. H., and Routes 202, 4 and 114 cross in Gorham Village, from which a network of local roads leads to all sections of the town and into surrounding communities. Principal village sections are Gorham Village, South Gorham, Mosher Corner, West Gorham, North Gorham, White Rock and part of South Windham Village. The Presumpscot River, in a meandering southeasterly course, forms Gorham's northern and eastern boundary with adjoining Windham. The northwestern town line corner in the Presumpscot River starts less than a mile from the Sebago Lake Basin outlet. Named falls of the river along the Gorham-Windham boundary include Steep Falls, Great Falls, Whitney Falls, Island Falls, Dundee Falls, Gambo Falls, Little Falls and Mallison Falls, several of which have been damned as power and control stations of the S. D. Warren Company of Westbrook, which controls the river rights. The upper part of the township is crossed by the Mountain Division of the Maine Central Railroad, while the unused tracks of the old Worcester Nashua-Portland Division of the Boston and Maine Railroad run through Gorham Village from Westbrook.

Little River and tributaries drain the northern section of the town into the Presumpscot River, while the Stroudwater River and its many lesser brooks drain the southern part of the town. Fort Hill (284), on Route 114 just northwest of Gorham Village, is the highest elevation in the southern part of the town and from it a sweeping panorama is available. Ridges in the northwestern part of the town rise to slightly more than 300 feet.

Gorham was settled by Captain John Phinney on Fort Hill in 1736. It was incorporated in 1764 as the 16th town. Parts of Standish were annexed in 1831 and 1839 and part of Scarborough annexed in 1864.

GRAY—the only rectangular-shaped township in Cumberland County, Gray's 30,490 acres of land and water lie in northeastern Cumberland County, the village being 16 miles north of Portland. Gray Village is a road junction and approximate half-way point of the Lewiston-Auburn Road (Routes 3 and 100). It is also on Route 26, Portland to Errol, N. H., and on Routes 4 and 202, the cross-country routes through southern and central Maine. Principal village sections are Gray Village, West Gray, East Gray, North Gray and Dry Mills. Most of Little Sebago Lake, with its many bays and islands, lies in the western section of Gray, as well as parts of Forest Lake and Notched Pond and Allen Pond and Crystal Lake (Dry Pond).

Frank Brook, the headwaters of Pleasant River, Collyer Brook and several lesser streams drain the meadow lands and rolling hills which mark the Gray terrain and a network of local roads leads to the various stream, lake and pond areas. Adams Hill (593), Dutton Hill (571) and Hunt Hill (500) are prominent among a score of hills throughout the township, mostly in the western section facing Little Sebago Lake.

East of Dry Mills is the State Fish Hatchery and Game Farm, the largest brook trout hatching and rearing plant in Maine. The State Game Farm is on 130 acres. Its principal product is pheasants with some 4,000 of these birds raised each year for release throughout the State. Farming, lumbering and the vacation and tourist industry are the chief economic components of the town, which saw a rise in population from 1,378 to 1,628 during the 1940-1950 decade, due to the increased number of new homes and the favorable location of the town between the two centers of Portland and Lewiston-Auburn. More than a score of retail and service establishments, tourist inns, restaurants and youth camps are located in Gray.

Gray was settled in 1750 and previously was called New Boston, Boston and New Town. A fort and church were built in 1755, but the town was nearly destroyed in the French and Indian War. Revived in 1762, the town was incorporated as the 39th town in 1778 and named in honor of Thomas Gray, one of the proprietors.

Harpswell—at the northeastern end of Casco Bay, Harpswell juts two principal peninsulas into the ocean in a southwesterly direction from the mainland. An early center of settlement in what was known as the Merryconeag section of North Yarmouth Plantation, it has always been identified with coastal fishing and sailing, pursuits which still hold prominence, along with limited farming. During the past half-century it also has developed a considerable vacationing and tourist industry, and it is a basing point for sports and commercial tuna fishing.

On the ocean side of Brunswick, Harpswell Neck and the Sebascodegan-Orrs-Bailey Islands peninsulas are traversed by hard-surfaced roads to their tip ends, some dozen miles southwestward into Casco Bay. Route 123 leads from Route One in Brunswick to Potts Point at South Harpswell and Route 24 runs from Brunswick across Sebascodegan and Orrs Island to the tip end of Bailey Island, with a local road offshoot to Cundy Harbor at the southeastern tip of Sebascodegan Island. Transformation of cottages into year-around homes and new construction have resulted in an increase in Harpswell's population from 1,305 to 1,638 in the past ten years.

Village centers are North Harpswell, Harpswell Center, West Harpswell and South Harpswell, all on Harpswell Neck; Gurnet, Orrs Island, Bailey Island, East Harpswell and Cundy Harbor. Middle Bay, to the west of Harpswell Neck; Harpswell Sound, between Harpswell Neck and Sebascodegan-Orrs-Bailey Islands; Quohog Bay, nearly bisecting Sebascodegan Island; and the New Meadows River to the east of Sebascodegan, all are long arms of the sea which make near-islands of the peninsulas.

From northwest around Harpswell Neck to northeast are Middle Bay Cove, Barnes Point, Jordan Point, Wilson Cove, The Lookout, White's Point, Peters Cove, Basin Cove, Ash Point, Potts Harbor, Ash Point Cove, Harpswell Harbor, Widgeon Cove, Mill Cove, High Head and Harpswell Cove. Cutting into Sebascodegan Island on the northern side are Long Reach and Doughty Cove. Gurnet Passage separates Sebascodegan and Orrs Island, which contains Long Cove and Lowell Cove. Will Straits separates Orrs Island and Bailey Island, which contains Mackerel Cove and Land's End at its tip. Both Gurnet Passage and Will Straits are crossed by highway bridges. Larger islands around Sebascodegan, from east to west, include Long, Dingley, and Yarmouth Islands, with Ragged Island well out in the bay. Off the tip of Bailey Island is Jaquish Island, while off Potts Point at the tip of Harpswell Neck is Haskell Island, with its Great Harbor Cove. West of Harpswell Neck are Whaleboat, Little Whaleboat, Lower Goose, Upper Goose, Birch and White Islands.

With so many coves, inlets, beaches and rocky points, the Harpswell Region was a favorite of the Indians as it is today with vacationers, and small shell heaps, arrow heads and other implements constantly are being found there. Fishing, boat-building and limited farming are major pursuits of the residents, and more than a score of summer hotels, youth camps and restaurants add substantially to the year-around economy. Scattered along the peninsulas are more than a score of retail and service establishments, stores, gift ships, etc. Orrs Island and Harpswell also are excursion points for Casco Bay Lines steamers from Portland, making a popular day trip or moonlight sail. The Bailey Island Tuna Club annually sponsors a tuna and flyrod contest, while small-boat sailing also is a popular sport.

Following settlement in 1720, Harpswell was first set off from North Yarmouth and constituted a district in 1758. It was incorporated the 31st town in 1775. Ragged Island was annexed from Phippsburg (Sagadahoc County) in 1891.

The Congregational Church at Harpswell Center was built for the Rev. Elijah Kellogg in 1843, on the site of the first church built in 1757. On Orrs Island is the little white house made famous by Harriet Beecher Stowe's "The Pearl of Orrs Island". The causeway between Orrs and Bailey Islands is built of uncemented granite blocks in honeycomb fashion to withstand the spring ice-jams. The only other bridge of this type is said to be in Scotland. From Land's End, at the tip of Bailey Island is a magnificent seascape, with surf breaking ceaselessly on the rocks and Halfway Rock Light five miles out in Casco Bay. The light is so named because it is halfway between Portland Head and Seguin Island Lights. Its 76-foot white granite tower was completed in 1871.

Harrison—at the northwestern end of Cumberland County, Harrison is a farming, lumbering and vacation town bordered on the west by Long Lake and Bear River and on the east by Crooked River. Harrison Village itself is at the head of Long Lake, which extends 11 miles south to Naples. North of the village is Crystal Lake (Anonymous Pond), more than a mile-and-a-half in length. Other lesser ponds in the township are Island Pond in the northeast corner, and Bog Pond at 580-feet elevation. Most of Harrison's terrain is rugged hills and woods, with cleared lands and meadows making for excellent farming soil in many locations. Route 35 from Naples runs along the ridge on the east side of Long Lake for its entire distance, affording many panoramic views of the lakes and mountains. The village of Harrison also is on Route 117 between Bridgton and Norway, while Route 35 passes through the village to Waterford and the Oxford County Hills.

Sucker Brook, from Bog Pond to Crystal Lake, and several other streams flowing from the hillsides into both Long Lake and the Crooked River, drain the generally hilly countryside. At Harrison and Crystal Lake and along the shores of Long Lake are nearly a score of hotels and summer camps, both youth and adult, capitalizing on the fishing, beach and scenic resources of Long Lake. Deertrees Summer Theater, several sawmills, a canning factory and nearly a score of retail and service establishments make for a busy town economy.

Besides Harrison Village, the only other village center is the section of Bolsters Mills west of Crooked River, the east bank being in the adjoining town of Otisfield. Summit Spring Hill (883), east of Harrison Village, is the highest town elevation. Numerous local roads connect the various sections of the town and the lake and river areas.

Harrison was settled in 1792, set off from Otisfield and Bridgton and incorporated in 1805 as the 159th town. A part was set off to form Naples in 1834 and parts of Bridgton were annexed in 1866 and 1877. Population: 1,011.

NAPLES—at the northwestern end of Sebago Lake, Naples embraces the southern end of Long Lake, Brandy Pond and Songo River and the west bank of the Songo below the boat locks. The Songo River, connecting Sebago Lake and Brandy Pond, was the historic route of the Cumberland-Oxford Canal and the boat locks still are used by small craft plying between Sebago Lake Station and Harrison. At Naples, Route 302 crosses, by means of a drawbridge, the narrow passage between Long Lake and Brandy Pond, which are at the same water level. Other ponds in the township are Trickey, Muddy River, and a part of Peabody Pond. The Crooked River, which runs into the Songo near the Locks, forms most of the eastern boundary of Naples with Casco.

On the old stagecoach road between Portland and the White Mountains (now Route 302), on the Cumberland-Oxford Canal route and on the passageway of the Sebago-Long Lake chain of lakes, Naples Village long has been a center of limited farming and lumbering activities. Today its chief activity is from the hotel, tourist inn, youth camp and sporting camp business, which is scattered throughout the town. Route 35, on the east side of Long Lake; Route 302 to Bridgton, on the west side; and Route 11 from South Naples, through the village to Cooks Mills and Mechanic Falls, all give access to many side roads leading to lake and shore areas. Several of the largest and most prominent hotels and sporting camps in the entire region are located in Naples and the village itself is a popular summer center, with stores, restaurants, seaplane base, speedboat floats and a steamer wharf.

South Naples, at the Muddy River inlet to Sebago, and Edes Falls on the Crooked River in the northeastern part of the township, are the other village centers. Rolling, wooded ridges between the various lake areas, drained by Coldrain Creek, Muddy River, Crooked River and several lesser brooks mark the terrain. On the Naples side of the Songo River is the Naples Camping Area of Sebago Lake State Park, reserved for tent and trailer campers. A beautiful beach on Sebago Lake makes this area one of the finest in the State. Sebago Lake State Park originally was built by WPA during the Depression Thirties and then deeded to the State. Salmon fishing at the mouth of the Songo long has been famous and the annual migration of these landlocked beauties up the Songo River is a sight prized by the fishing fraternity. Large white perch are a favorite catch in the Muddy River inlet and Brandy Pond.

(Blood Photo)

***Blossoms at Long Lake, Naples***

Naples was settled in 1790 and incorporated in 1834 as the 319th town when it was formed from parts of Otisfield, Harrison, Raymond, Bridgton and Sebago. Parts of Sebago were annexed in 1845, of Otisfield in 1848, of Sebago in 1849 and of Bridgton in 1856. Population: 729.

New Gloucester—New Gloucester is at the north central border of Cumberland County, 22 miles north of Portland on the Portland Lewiston Road, Routes 3 and 100. Principally an agricultural community, it contains Sabbathday Lake with its many cottages and famous Shaker Village, several sawmills and nearly a score of stores and service establishments, principally along the main highways. The Royal River meanders through its eastern section and the village center and road junction of Intervale, with fertile farmlands, is in the river valley. New Gloucester Village and Upper Gloucester are on high hills in the center of the township, while a half dozen hills of nearly 600 feet ring Sabbathday Lake, on which is a hotel and youth camp. Sabbathday Lake Village is at the Poland town line on the northwest boundary of New Gloucester and here Route 26 from Gray rises to more than 500 feet, affording magnificent views of the White Mountains and the Oxford Hills. High elevations in the northwest corner of the township include Bald Hill and Grandview Hill, from which several brooks flow into Royal River, the outlet of Sabbathday Lake. Part of Notched Pond (Raymond-Gray) and part of Shaker Bog (Poland-New Gloucester) are in New Gloucester town limits as they flow into Sabbathday Lake.

The Shaker settlement at Sabbathday Lake Village is one of the few remaining units of this historic sect, the full name of which is "United Society of Believers in Christ's Second Appearing." The colony was established here in 1793 after its leaders were driven from England by persecution. The only other colony established in Maine was at Alfred (York County), since disbanded. The group originally was called the "Shaking Quakers," because of their sectual origin and their practice of religious community dancing, in which it is believed that evilness and sin can be "shaken" out from the tips of the fingers during the peculiar dance. The final movement, upturned palms, is to obtain blessings from Heaven as part of the ceremony. Religious and economic communism, confession, spiritualism and complete celibacy are said to be among their principles. Costumes of the 18th Century are worn by both men and women, who share equally in the work, offices, possessions and religious practices of the community. Woodworking, needlecraft, basket weaving and preserves are among articles produced by the colony and offered for sale both at the village and occasionally in Portland.

Part of the Dry Mills (Gray) State Fish Hatchery and Game Farm lies in New Gloucester, where Eddy Brook and Collyer Brook North Branch drain into the Royal River, which runs to the sea at Yarmouth.

New Gloucester was settled in 1738 and incorporated in 1774 as the 29th town. Additions were made in 1816 and 1838. At first it was co-shire town with Portland, and courts sat there from 1791 until 1805, when Oxford County was organized, when they returned to Portland. Population: 2,628.

North Yarmouth—North Yarmouth in northeastern Cumberland County is a small farming community of less than 1,000 population, its 13,990 acres being all that remains to the town from the original grant of an area five miles from each bank of the Royal (Westcustogo) River and extending seven and one-half miles back from the sea. This area embraced present-day North Yarmouth, Harpswell, Yarmouth, Cumberland, Freeport and parts of Brunswick, Pownal and Georgetown and was incorporated the eighth town in 1680, following settlement by Joseph Phippon and others. The settlement was destroyed in 1688 in the first outbreak of King William's War, but was renewed in 1721. The first pastor, the Rev. Ammi R. Cutter, settled there in 1730.

The western part of the township is hilly, but the eastern part is made up mostly of easy slopes and meadows comprising the lower Royal River Valley, which winds through the whole township from northwest to southeast. The Cousins River, which becomes a tidal inlet in Yarmouth, to the southeast, rises on North Yarmouth's northeast boundary. The Chandler River, Deer Brook and several lesser streams drain the northern hills into the Royal River. Walnut Hill (480) is the highest elevation.

Route 9, Cumberland Center to Pownal, and Route 115, Yarmouth to Gray, are the principal highways through the town, crossing at North Yarmouth Village. Walnut Hill and East North Yarmouth are the other lesser village centers. Maine Central and Grand Trunk Railroad lines both pass through the town.

Poultry is the chief farm product, with orcharding, dairying, livestock and truck crops and blueberries also prominent. Several sawmills and brickyards operate sporadically. Final partition was the setting off of Yarmouth, in 1849. Population: 943.

Otisfield—at the northern tip of Cumberland County, Otisfield is a hilly farm, woods and lake township of some 600 population, greatly increased during the summer months by cottagers, youth campers and vacationers. The Crooked River forms its entire western boundary and Thompson Lake forms most of its eastern border. Most of Pleasant Lake (Casco-Otisfield) lies in Otisfield, together with Moose Pond, Saturday Pond and Little Pond, on the extreme north. Long Point and The Cape jut into Thompson Lake from Otisfield, about halfway along the western side of the lake, with Otisfield Cove at the village of East Otisfield on Route 121. A footspur of Scribner Hill (880) also juts into the southern end of Thompson Lake, with Edwards Cove and Birch and Squirrel Islands in the southeast corner of the township.

Otisfield Village, on Route 121, Raymond to Welchville (Oxford County), is a pretty, tree-shaded community high (483) on the ridge above the northern end of Pleasant Lake. East Otisfield and Bolsters Mills, on the Crooked River in the northwest part of the township, are the other village centers. Sucker Brook, from Saturday Pond to Thompson Lake; Greeley Brook, from Moose Pond to the Lake; and several lesser tributaries to Crooked River and Pleasant Lake drain the series of long northwest-southeast ridges that average between 600 and 800 feet elevation.

Canning crops, dairying, orcharding and lumbering, half a dozen youth camps and the vacation industry support nearly a score of retail and service establishments.

Otisfield was incorporated in 1798 as the 114th town, after having been settled in 1776. It was named for Harrison Gray Otis, one of the original proprietors, and originally included nearly all of Harrison and a large part of Naples. A part was set off to Oxford in 1830, a part to form Naples, 1834, and part of Poland was annexed in 1858.

POWNAL—on the northeastern border of Cumberland County, north of Freeport and North Yarmouth, Pownal is a small agricultural community, whose chief industry is the Pownal State School for the feeble-minded. It also is the location of Bradbury Mountain State Park, an area of 173 acres with a rugged granite bluff (485), from which may be seen a sweeping panorama of Casco Bay, the White Mountains and the Oxford Hills. On the southern side, the Pownal terrain is mostly gently-sloping meadowland drained by tributaries to the Royal River and Cousins River. Chandler River winds through the northwestern hills of the town to its headwaters in Durham (Androscoggin County).

Pownal Village, near Bradbury Mountain State Park, is on Route 9 and a local road to Freeport. West Pownal, where the State School is located, and North Pownal are the other village centers. Pownal was settled in 1680 as part of Freeport, from which it was set off and incorporated in 1808 as the 170th town. It has two youth camps and a half-dozen retail and service establishments.

RAYMOND—on the northeast shore of Sebago Lake, Raymond is a popular resort town on Route 302, with more than a score of youth camps, sporting camps, summer hotels and restaurants, augmented by limited agricultural and lumbering operations. It is the site of one of the first State Fish Hatcheries in the State and the annual stripping of eggs from the Sebago landlocked salmon as they come up Panther Run in the Autumn to spawn is a great attraction. Panther Pond, connected with Crystal Lake by the Tennys River, Raymond Pond and Nubble Pond make up the town's principal waterways running into Sebago Lake. Raymond Neck, with outlying Frye's Island, largest in Sebago Lake, is a long peninsula jutting out into the big lake and forming Jordan Bay. A new road now runs to the tip of Raymond Cape, which forms a sheer cliff 75 to 100 feet high overlooking Sebago Lake. Raymond Cape is replete with Indian legends and pigmented Indian paintings still may be seen on the boulder walls. Frye's Leap at this point is named for a Captain Frye, who pursued by Indians, leaped into the water and found refuge under an overhanging ledge, from which, the next day, he swam to nearby Frye's Island and safety. Pulpit Rock, near Frye's Leap, is the name given a cliffside platform from which Indian chiefs addressed large crowds of natives gathered below in canoes.

On Raymond Neck, entered by the road from South Casco, are the Luther Gulick Camps, founded by one of the pioneers of the youth camp movement in Maine. Luther Gulick was co-inventor with James Naismith of the game of basketball and, with his wife, founded the Campfire Girls. The part of South Casco Village on the Raymond side of Dingley Brook contains the Hawthorne House (1812), where Nathaniel Hawthorne spent his boyhood.

Raymond Village, overlooking Jordan Bay, is an elm tree-shaded rendezvous for campers and summer vacationers, with Route 121 leading from it to Casco and Welchville (Oxford County). Local roads also lead to East Raymond and North Raymond, other village centers, and to the various lakes and resorts, including the east side of Thomas Pond, which lies partly in Raymond and partly in Casco. High elevations include Raymond Neck, which rises as high as 340 feet, Tarkiln Hill (684), Brown Hill (584), and Tenny Hill (880).

Raymond was settled in 1771 and incorporated the 145th town in 1803. Population: 612.

SCARBOROUGH—at the southeastern tip of Cumberland County, Scarborough dates its settlement to 1630 and its incorporation as the sixth town to 1658. It has a sand and salt marsh coastal plane between the Scarborough and Spurwink Rivers, with the rugged Prouts Neck peninsula jutting a mile into the ocean in between. Pine Point, with its long beach as a continuation of Old Orchard Beach, is on its southeastern boundary on the southern bank of the Scarborough River. Little River, Dunstan River, Mill Brook, Nonesuch River and Libby River all form tidal inlets at the mouth of the Scarborough River between Pine Point and Prouts Neck. On the ocean side of Prouts Neck are Scarborough Beach and Higgins Beach, reaching to the mouth of the Spurwink River.

Back from the oceanside some three miles, at from 26 to 100 feet elevation, U. S. Route One runs through the highway junction villages of West Scarborough, Dunstan and Oak Hill. Scores of tourist cabin colonies, hotels, eating places, retail and service establishments line this route, which also has a 1,000-car outdoor theater and Scarborough Downs Race Track, the first running race establishment in Maine, completed in 1950 at a cost of $1,000,000. About a mile further west of Route One, the Maine Turnpike (Kittery to Portland) cuts through the center of the town land area, with access roads running to the Portland city line on outer Congress Street and to Route One in South Portland near the Scarborough Line. The Scarborough Town Hall and modern high school are on Route One at Oak Hill.

Scarborough Village and railroad station are on the east bank of the Nonesuch River and on Route 114, which runs from Prouts Neck through Oak Hill and Buggy Meeting House corner to North Scarborough in the northwestern corner of the township, connecting with roads to Gorham and Westbrook. Route 9 runs from Pine Point to Dunstan Corner on Route One, where the Broad Turn Road continues to South Buxton Village on the western town boundary. A network of local roads traverses the western section of the town, where low rolling hills and meadow lands are drained by the meandering Nonesuch River and its tributaries, which include Merrill Brook. In this section Silver and Harmon Brooks drain into the South Branch of the Stroudwater River (Buxton-Gorham-Westbrook-Portland). Stuart, Phillips, Finnerd and Beaver Brooks drain into the Scarborough and Dunstan Rivers on the southeast side. Red Brook, near North Scarborough, drains into Long Creek, South Portland.

Blue Point, on the Scarborough River, Pine Point, Prouts Neck, Scarborough Beach and Higgins Beach all are resort areas popular with cottagers, vacationers and bathers. Many hotels, restaurants and stores serve these areas visited by thousands of tourists and Maine residents each year. As part of the Greater Portland area, Scarborough during the past decade has shown one of the greatest increases in population, home building and business establishments. Resident population increased more than 60 per cent, from 2,842 to 4,594 during the 1940-50 period.

In addition to the recreation industry, Scarborough has an extensive agriculture and marine fishing industry. Clamming, lobstering and small-boat fishing are important and the F. H. Snow Canning Company at Pine Point is one of the Nation's leading clam packers as well as canning other foods. Poultrying, dairying, and truck gardening are principal agricultural pursuits. Several lesser craft industries and numerous service establishments add to the town's expanding economy.

At Dunstan Corner are a cluster of hotels and shore dinner places, the St. Louis School for Boys of the Sisters of Mercy and the Scarborough State Police Barracks. Between Dunstan and Oak Hill, Route One crosses the Scarborough Marshes at only 26 feet above mean low tide, where constant settling of the road presents highway maintenance problems. Large crops of marsh hay formerly were cut in this area. The marshes extend northwestward to a large bog area known as Scottow's Bag, near which the Scarborough Downs mile track and plant were built. At Oak Hill is the Hunnewell House (1684). In Scarborough Village is the Parson Lancaster House (1766) and other impressive old homes built in the days when Scarborough was essentially a seafaring town. At Prouts Neck is a country club (9-35) and yacht club for the summer visitors. Several historical markers in this area recall events of colonial days, especially Indian raids and massacres.

Scarborough was named for the English town. Parts were set off to Saco in 1841 and to Gorham in 1864. Its Port of Maine Airport was one of the first to be laid out in Maine.

SEBAGO—the Town of Sebago extends from the west shore of Sebago Lake to the lower Oxford County Hills of Hiram, West Baldwin and Denmark. Its lake shore villages are East Sebago and North Sebago, both on Route 114 and 11. Sebago Village is on the center of the township on Route 107, while Convene is a village center two miles west on a local road and near Southeast Pond. Southeast Pond, Barker Pond and Hancock Pond are on the western boundary of the township, partly in the Towns of Hiram and Denmark. Most of Peabody Pond, to the north, lies in Sebago, its northern and eastern parts being in Bridgton and Naples. Browns Pond and Perley Pond are small ponds also in the township.

The North West River system runs from the outlet of Peabody Pond to Sebago Lake at East Sebago, draining a circular rim of hills which makes a perimeter around the boundaries of the township. Hills Brook, Mill Brook and Perley Brook are principal tributaries of the

North West River which forms a small mill pond near its mouth on Sebago Lake. The hill perimeter around the town includes Douglas Hill (1407), which is part of the Saddleback Hill chain, and a series of lesser ridges to the Barker Pond section; Beach Ridge (1052) at the northern tip of the town; Tiger Hill (723) south of Peabody Pond; and the Peaked Hills (1107), in the northeast part of the town, where Sandy Beach Brook comes down to Sebago Lake at North Sebago.

Youth camps, sporting camps and summer hotels, farming and lumbering are the principal economic resources of the town. Many new cottages and homes along the shore of Sebago Lake have been built during the past decade, adding to the tax revenues of the town and increasing the population. Potter Academy at East Sebago is the town's high school and the Spaulding Memorial Library in that village has more than 4,000 volumes.

Sebago was settled in 1790 by Joseph Lake and Jacob Howe, when it was a part of Baldwin. It was set off from Baldwin and incorporated the 268th town in 1826. Population: 559.

STANDISH—west of Gorham and embracing the southern shores of Sebago Lake, Standish is a farming and vacation town, with several small industries in lumber, wood products and campers' apparel. It, too, has shown an appreciable increase in population over the past decade, from 1,472 to 1,776, due to increase in home building and new cottages in the lakeshore areas.

Settled in the 1750s, it soon became an important stopping point on the old Portland-Sebago Lake-Bridgton stagecoach and mail road and enjoyed an expanding trade, increasing with the building of the Portland and Ogdensburg Railroad, now the Mountain Division of the Maine Central, which built a depot at Sebago Lake Station, at the foot of the lake, in the 1870s. Standish thus became an important way point for the Southern Sebago Lake area, Northern York County and Southern Oxford County as these areas were opened and developed.

Today the junction of Routes 25 and 35, the former from Portland to the White Mountain Region and the latter from York County to the Oxford Hills towns, Standish also was a junction point on the old Indian travel routes, which some of the present highways generally follow. Two miles west of Standish Village, on Route 25 is Two Trails Corner, at the head of Watchic Lake, where Route 113 branches northwestward to follow the old Pequawket Indian route to Fryeburg and Route 25 continues west as the Ossipee Trail to follow the route of the Ossipees to the foothills of the White Mountains. A network of local roads joins Routes 25 and 35 throughout the township, giving access to extensive farm, meadow and woods areas and to the shores of the various lakes, where cottages have increased greatly during the past quarter-century.

The Saco River forms most of the western boundary of Standish, with half of Bonny Eagle Lake inside the township at the southern tip. Village centers include Standish (Corner); Sebago Lake (Station); Richville, on Route 114 along the Sebago Lake shore, which has a mill pond and sawmill; Steep Falls, a wood products center on the railroad and the Saco River; South Standish, Two Trails and Whites Bridge, the latter at the northeastern tip of the town on Standish Neck, a peninsula formed by Sebago Lake and its outlet basin.

Sebago Lake Station is on the "Lower Bay" of the lake, with Sticky River Inlet to the westward, together with Ward's Beach and several other beach areas on the shore of the lake. To the east of Sebago Lake Station is the Otter Ponds picnic area maintained by the Portland Water District, whose intake for the Greater Portland water supply is located in the big lake. Several miles of chain link fence protect the shores of Sebago near the inlet and bathing is prohibited along a six-mile stretch of shore in this area. Indian Island is a large island in the lake at the mouth of Lower Bay. Oak Hill (560), directly west of Sebago Lake Station, is the highest elevation in the town, whose terrain is generally wooded, but with extensive farm and meadow lands.

At Standish Village are the Marrett House (1789), where bullion and coin from the Portland banks was stored in the War of 1812, when it was feared the British would raid that city; the Old Church (Unitarian) (1806) with square belfry and old-fashioned box pews; and the Lexington Elms, planted to commemorate the Battle of Lexington. Standish was incorporated in 1784 as the 45th town and named in honor of Miles Standish. It had previously been called Pearsontown for Captain Moses Pearson, to whom, with 45 others, the grant had been made by the Massachusetts General Court in return for services rendered at the siege of Louisburg. Part of Buxton was annexed in 1824 and parts set off to Gorham in 1831 and 1839 and to Raymond in 1869. Population: 1,776, a gain of 20.7 per cent.

WINDHAM—on the northern bank of the Presumpscot River, Sebago Lake's outlet to the sea, Windham combines agriculture, industry and the recreational business to a balanced degree making for a stable economy. With Gorham, on the southern bank of the river, it shares several important village centers, such as South Windham, Newhall and North Gorham, while with Standish it shares White's Bridge Village at the head of Sebago Lake Basin. Windham Center and Windham Hill, Fosters Corner and North Windham are other village centers, the latter on Route 302, Portland to the White Mountains.

South Windham is the principal industrial section of the town, with the large plant of the Baker Refrigeration Company and finish lumber mill of the L. C. Andrew Company as chief industries. A boat shop, box shook plant and lumber mills are at North Windham. North Windham also is a center for the vacation industry, its retail places and service establishments serving a wide area of Sebago Lake and Little Sebago Lake. The southern end of Little Sebago flows into Collins Pond just east of North Windham Village, and this water in turn flows through Ditch Brook into the Pleasant River, which drains most of the township into the Presumpscot. Parts of Forest Lake and Highland Lake (Duck Pond) and Little Duck Pond are on the northeastern side of the township. Pettingill (Tuttle) Pond, lies to the north of North Windham.

Route 302 from Portland runs through the town in a northwesterly direction, while Routes 202 and 4 run northeasterly between Gorham and Gray. A network of local roads serves all the village centers, which have seen a steady increase of homes during the past decade, the population of the town having increased from 2,381 to 3,423.

Both the Presumpscot and Pleasant River systems were utilized for industry early in the town's history and in 1840 there were no less than 17 mills in the town making lumber, shingles, carding, woolen cloth, kegs, gristmills and tanneries. At Gambo Falls (Newhall) a gunpowder mill was built in 1818 and large quantities were made for the Russians in the Crimean War. Great Falls, Gambo, Little Falls and Mallison's Falls were the early centers of industry, taking advantage of the water power available on the Presumpscot. Hydroelectric plants of the S. D. Warren Company, connected with the Central Maine Power Company system, now utilize the power development of the Presumpscot.

Little Sebago once flowed into Big Sebago between Pettingill Ponds and North Windham, and the water level of Little Sebago was several feet higher than at present, so that many present-day cottages are built on what once was lake floor. In the late 1700s the owner of a large sawmill on the Pleasant River near Windham Hill, in order to increase his water supply, cut through a ridge across Ditch Brook, the outlet of Collins Pond, into which the Little Sebago now flows. In May, 1861, a heavy rainstorm and freshet wiped out the dam and a good part of Little Sebago's swollen storage water washed through, erasing the village of Popeville, where the mill was located and most of the bridges below on the Pleasant and Presumpscot Rivers. When the dams finally were rebuilt, Little Sebago no longer flowed into Big Sebago in its old channel, but Collins Pond and a much wider and deeper Ditch Brook became its permanent outlet. Hall Point and the Sand Bar Narrows above Hunger Bay on Little Sebago, now virtually choke Little Sebago in two, except during springtime high water.

Windham has several score retail and service establishments, a modern high school and junior high school, three libraries and is the location of the State Reformatory for Men, at South Windham. It was settled in 1735 by Thomas Chute and William Mayberry, who led a group of new settlers from Marblehead, Mass., to the site and called it New Marblehead. It was incorporated as Windham the 13th town, in 1762.

YARMOUTH—Yarmouth, on Casco Bay at the mouth of the Royal (Westcustogo) River first was settled in 1680 as part of the larger North Yarmouth (Westcustogo) grant and long has been a center of small industry, farming and coastal fishing. A bag mill, boat yards, canning plant (sardines), shell fish packing, novelties and sporting goods (R. C. Nichols Corp.) are among its industrial activities, with poultry, dairying, livestock and truck gardening among its agricultural pursuits. Tourist homes, hotels and gift shops also add to its economy, with considerable expansion in the latter field taking place in the past ten years. With the new Route One by-pass highway taking the heaviest traffic around Yarmouth Village to the north, more than a score of new establishments have sprung up on this route in the past two years. Route 88 from Falmouth Foreside is the old Route One road, joining the by-pass just east of Yarmouth Village. Yarmouth (Royal River) Junction of the Maine Central Railroad and the Grand Trunk Railroads is northeast of the village. The Cousins River and tidal marshland feature the terrain in the eastern part of the township. Southeast of Yarmouth Village is the Prince's Point-Parker Point peninsula, while offshore are Cousins Island, popular with cottagers, Littlejohn Island and Little and Great Mosher Islands. On the north bank of the mouth of the Royal River, Brown's Point makes a peninsula between Royal and Cousins Rivers.

With its protected river-mouth harbor, Yarmouth was an important port in sailing ship days and shipbuilding was an important industry. Historic old houses built by the seafaring families, line the elm-shaded streets, several of them built on early garrison sites. An old ''burial ground'' dates to 1732, the old Baptist Church on Brimstone Hill to 1796 and North Yarmouth Academy to 1810. Yarmouth also has shown a population increase in the past decade, from 2,214 to 2,658. It was set off from North Yarmouth and incorporated the 380th town in 1849.

## FRANKLIN COUNTY

FRANKLIN COUNTY, adjoining the eastern border of Oxford County in the northwest section of Maine, is one of the so-called northern tier of Maine counties whose limits stretch into the great expanse of forest, lakes and mountains contiguous to the Canadian border on Quebec's southern boundaries. In the southern section of the County, it is bisected by the fertile valley of the Sandy River, while the west central section contains the eastern half of the world-famous Rangeley Lakes Region.

Farmington, in the southeast, on U. S. Route Two and State Route 4, the major highway to the Rangeley Region, is the county seat and hub of business in the County, with roads leading from it to the many smaller towns and villages, through rolling countryside and lake areas of unusual beauty. Blue-tinted hills and picturesque forest, emerald green in summer, purple in winter, multi-colored in spring and a riot of color in autumn, are breath-taking in beauty from the valleys to rounded summits.

Farmington also is the major highway gate to the Rangeley and Dead River Regions and the business center of a great agricultural, orcharding and recreational area. Sweet corn, canning peas, potatoes, and some grains are raised in abundance in this section. An unusually favorable combination of soil and climate makes the Sandy River Valley intervale lands and sunny hillsides nationally-famous for sweet corn production, taste experts claiming that corn from this region has a zip and zest not found in the product of any other growing region in the United States. Dairying is important.

The county seat also is the birthplace of Madame Lillian Nordica, of operatic fame, and her former home is preserved as a shrine with an increasing collection of Nordica memorabilia to the delight of thousands of tourists who visit the Norton family homestead each year. Here also is the old Abbott homestead, where the famous Rollo books for boys of another generation were written by Jacob Abbott. His younger brother, Samuel Phillips Abbott, opened the Abbott Family School for Boys in 1841, which became known throughout the Country as the Little Blue School. Farmington State Teachers College has developed from its famous normal school and is one of the best-known in the State, being noted especially for its home economics training. Clearwater, Norcross, Varnum and Wilson Lakes are nearby. There is bass fishing in the Sandy River and trout abound in the nearby streams that flow from the countless springs on every hillside.

Southwest of Farmington is Wilton, also on Routes Two and Four. Wilson Lake, with a town bathing beach only a short distance from Wilton's Main Street, is a favorite recreation spot in a town whose two major and long-established industries, G. H. Bass & Co. (shoes) and Wilton Woolen Company (automobile fabrics) are nationally-known. Wood products and canning plants, in addition to agricultural and lumbering activities, provide industrial income for hundreds of residents in this area. Wilton and Farmington also are active winter sports centers, with the nearby hills affording smooth, natural slopes and the frozen lakes making glassy stretches of ice. Widely-known Wilton Academy, a fine public library and enthusiastic and active civic groups add zest to life in this area.

Jay and Chisholm in the southern tip of the County, on Route 4 to Auburn, are centers of quarrying, pulp and paper and shoe manufacturing, with seasonal canning plants. Farmington Falls and New Sharon on Route Two southeast of Farmington, are pretty towns on the Sandy River noted as agricultural and small manufacturing centers. Chesterville, also in the southeastern corner of the County, is another pretty farming village, with canning and lumbering as its industries. A new, 300-acre State Bird Sanctuary is being developed on Little Norridgewock Stream in Chesterville and should prove an important attraction for this area.

Weld, northwest of Wilton on Route 156, is in a beautiful valley surrounded by the rugged Blue Mountains. Here is found Mount Blue State Park, whose 4,920 acres lie also partly in Avon. The park runs to the shore of Lake Webb (four square miles) and embraces Center Hill, with a highway leading to its 1,600 summit. From a parking overlook, a trail leads to the top of Mount Blue (3187), on which is a Maine Forestry Service lookout tower and a marvelous panorama of much of northwestern Maine.

Northeast of Farmington, Route 27 leads to New Vineyard, New Portland and Kingfield, on the Carrabasset River, through a farming, livestock, lumbering and hunting and fishing area. Maine's first Governor, William King, lived at Kingfield, which has several wood products industries. This village commands a marvelous view of a number of mountains to the west, long famous with hikers and whose summits are traversed by the Appalachian Trail in Maine. These include Mount Abraham (4049), Saddleback (4116), Spaulding (3988), Sugar Loaf (4237), where an extensive ski development is planned, and Crocker (4168), a few miles west of the Appalachian Trail.

Further along Route 27 are Carrabassett and Bigelow, small villages on the Carrabassett River surrounded by deep forests. The Bigelow Game Preserve takes in parts of Bigelow and Dead River Plantation. It is a vast, wooded area, where big game, game birds and smaller animals roam unmolested. Stratton and Eustis, further north on Route 27, are villages famed as campsites on the Arnold Trail, named for the route taken by Benedict Arnold and his men on their ill-fated march through Maine to Quebec. Just outside of Stratton are the famous Cathedral Pines, a tract of several square miles of tall Norway pines, one of the few remaining stands of virgin timber in the Northeast. From Eustis Route 27 follows the northern branch of Dead River over the Height of Land and through Chain of Ponds to the Lake Megantic region in southern Quebec. There Arnold's men followed the Chaudiere River to where it empties into the St. Lawrence River near Quebec City.

The most travelled road north of Farmington is Route 4, leading to the Rangeley Region, passing through Strong, a small woods products center; Avon, Phillips and Madrid, farming and lumbering communities on the upper Sandy River Valley, overshadowed by majestic Mount Blue, Mount Abraham and Saddleback Mountain. Fertile upland and alluvial soil produce bumper crops in the nearby area and dairying and livestock also find a ready market in the Rangeley and Farmington regions. Lumber, wood products and sporting camps make for a busy area economy.

A few miles north of Phillips, on Route 4, is one of the most majestic scenic panoramas in Maine, with a view of half a dozen mountains on all sides from the roadway. Near Madrid are a number of beautiful falls in the Sandy River.

*Winter Scene on Cupsuptic Stream, Rangeley Section*

Rangeley is the center of the far-famed Rangeley Lakes Region, with numerous hotels, lodges and camps, a seaplane base, boat service and a wide range of sports facilities. Its three golf courses are 2,000 feet above sea level. The entire area is noted as a health-giving summer resort, free from hay-fever conditions. Winter sports also are being developed in the area. Within a radius of 10 miles from Rangeley Village are more than 40 trout and salmon lakes and ponds of all sizes, besides numerous streams. In the Rangeley chain of lakes are Rangeley, Quimby Pond, Dodge Pond, Kennebago, Loon, Saddleback, Mooselookmeguntic, Cupsuptic, Upper and Lower Richardson, Aziscoos and Umbagog, with connecting streams making an area of more than 450 square miles for fishing, hunting, canoeing, swimming, lumbering and pulpwood cutting.

From Rangeley, Route 16 goes northeast to follow the south branch of Dead River through Dallas to Stratton and Route 27 at the upper end of the new Dead River storage basin flowage. From

Rangeley also, a private toll road goes north to Loon Lake and the Kennebago Region, with Big and Little Kennebago Lakes and connecting Kennebago Stream, a region where fly-fishing is unequalled. Here was born the log cabin sporting camp resort, with central lodge and dining room and outlying individual cabins, a recreational industry development from its prototype, the Maine lumber camp. From its beginning in this area have developed tourist cabin colonies, motels, housekeeping cottage colonies and similar establishments now competing with hotels throughout the Country for the rapidly-growing tourist business.

West from the town of Rangeley, Route 16 goes along the northern shore of Rangeley Lake to Mountain View, Oquossoc, Haines Landing, Pleasant Island, Bald Mountain, Barker and Mooselookmeguntic Lake. From Oquossoc, Route 16 traverses Northern Oxford County to Wilson's Mills at the western side of this magnificent recreational and lumbering area. Lumber and pulp company roads and trails are the only artificial openings in this wilderness area of lakes, streams and mountains, except for the major highway, Route 16. Leading directly south from Oquossoc, Route 17 leads to Rumford, the so-called "back road" to Rangeley, which skirts the lower end of Mooselookmeguntic Lake and which goes over a "Height of Land" north of Houghton in Oxford County, where a road overlook commands a sweeping panorama of most of the Rangeley Chain and the Boundary Mountains stretching into Canada.

With its rich agricultural area, its thriving industries of lumber, pulp and paper, wood products, shoes and moccasins, woolen goods, canneries, printing and lesser manufacturing, and with its abundance of recreational and sporting features, Franklin County long has been one of the most attractive areas in Maine for residents and visitors alike. It covers an area of 1,717 square miles, contains 18 towns, five plantations and 13 unorganized localities and was incorporated March 20, 1838. Its estimated population in 1950 was 20,670, a gain of 3.9 per cent over 1940.

## Scenic Routes

Route 4 is the principal route into Franklin County from Auburn, while Route Two cuts across the southern end of the County from Rumford to Farmington and Skowhegan. North of Farmington Route 4 runs to Strong, Phillips, Madrid and Rangeley. From Rangeley, Route 16 runs to Stratton and thence Route 27 to Eustis, Chain of Ponds and St. Augustin de Woburn, Quebec. Route 16 west of Rangeley runs to Oquossoc, Upper Dam and Wilson's Mills in northern Oxford County. Route 27 runs from the Belgrade Lakes Region to Farmington, New Vineyard, New Portland, Kingfield, Carrabassett and Stratton. Lesser routes are 133, Livermore Falls to Farmington; Route 156, Wilton to Weld; Route 43, Farmington to Allen's Mills and Anson; Route 142, Carthage, Weld, Phillips, Salem and Kingfield; and Route 17, Oquossoc to Rumford.

### Vista Points

Arnold Pond, Route 4, near Canadian border, mountains and lakes. Chain of Ponds, Route 4, forest mountains and lakes. Eustis Ridge, Route 4, view of mountains, especially Bigelow, across new Dead River storage basin. "Height of Land," Route 4, view of Chain of Ponds and Boundary Mountains. "Height of Land," Route 17, sweeping view of Mooselookmeguntic, Rangeley Chain and mountains. Kingfield, Routes 142 and 27, view of many mountains. East New Sharon, Routes 2 and 27, rolling countryside and Sandy River Valley. Route 134, south of Farmington Falls, rolling countryside and valleys; Route 43, Voters Hill, West Farmington. Phillips, Route 4, mountains and lakes. Rangeley, Route 16, Rangeley Lakes Country Club. Dallas, Route 16, Saddleback Mountain (4116), observation tower, Stratton, Route 27, Cathedral Pines. Weld, Route 156 and 142, Mount Blue (3187) and Tumbledown (3035). Wilton, Route 156, Wilson Lake Country Club, panorama of Wilson Lake.

### Recreational

Fishing: Most lakes and streams. Salmon, trout, togue, bass, pickerel, etc. (cf. annual official booklet for dates and limits).

Canoeing: Local facilities. Popular long trips, guides required.

Golf: Rangeley Lakes, Mingo Springs Golf Club (9-35); Rangeley Lake Hotel Golf Course (9-34); Rangeley Lakes Country Club (9-35); Wilton, Wilson Lake Country Club (9-35).

Tennis: Various country clubs, resorts and hotels.

Hiking and mountain climbing; Appalachian Trail crosses Franklin County from Mount Bigelow (4150) to South Arm, Oxford County. Marked trails, accommodations or camp sites at end of day's hike. Crosses summits of Sugar Loaf (4237), Spaulding (3988), Abraham (4049), Saddleback (4116), and Elephant (3774), Mount Abraham, Maine Forestry Service Trail, from Kingfield, Route 27 to foot of trail, seven miles, one day, fire lookout tower. Bald Mountain, Route 156 from Wilton, trail 3½ miles, one day, well marked, no tower. Mount Blue, Weld Village to summit (3187), two miles, 1½ hour ascent, fire lookout tower. Saddleback Trail, Saddleback Pond to summit (4116), 3½ miles, one day, observation tower. Snow Mountain, two trails, fire tower: Morrill Trail from Chain of Ponds; Trail No. 2 from Eustis and Round Mountain Lake. Sugarloaf Mountain, Bigelow (Route 27) to summit (4237): Appalachian Trail, five miles; Tumbledown Trail, Weld, Route 156-142, to summit (3035), three miles, one day.

Public Parks: Mount Blue, Weld. 4,821 acres. Picnicking, camping, bathing (Lake Webb), hiking. Highway to Center Hill (1600). Scenic drives and parking overlook.

Camp Sites: (cf. current highway map and Maine Forestry Service booklet).

### Towns

AVON—Avon is a mountainous wooded township in south central Franklin County on Route 4 between Strong and Phillips. The latter village extends eastward into Avon's northwestern town limits, both along Route 4 on the southern bank of the Sandy River and on a local Phillips-Strong road on the northern bank. Limited agriculture is practiced mostly in the fertile intervale lands along the Sandy River and on scattered cleared acreage in pockets among the numerous hills. Avon Corner, just west of Strong Village, Avon Village, across the river from Avon Corner, and the eastern end of Phillips Village are the principal village centers.

A local road from Phillips connects with a road from Avon Village at Mile Square School in the northern corner of the township and several other local roads branch south from Route 4 to the Avon Valley, Tantrattle Mountain, Mt. Blue Pond and Sampson Hill sections. Avon Stream, Mt. Blue Stream, Dickey Brook and Bean Brook are among the many streams flowing from the mountains into Sandy River.

Highest elevation in the township is Mt. Blue (3187), in the southwestern corner, highest peak and part of Mt. Blue State Park, which is entered from Weld to the southwest. Only scattered trails lead to the foot of Mt. Blue from the Avon (northern) side, although a local road touches the northern end of Mt. Blue Pond. Spruce Mountain is an eight-mile-long ridge leading northeast from Mt. Blue to the Sandy River near Avon Corner, with a series of peaks diminishing from 2649 feet east of Mt. Blue to a 1460-foot peak south of Avon Corner. East of Spruce Mountain are Day Mountain (2040) and Stubbs Mountain (1585). Temple Stream rises between Spruce and Day Mountains to flow southward through the town of Temple. Little Blue Mountain (2001) lies northwest of Mt. Blue and is partly in the town of Weld and Mt. Blue State Park. Hurricane Mountain (2484), also partly in the town of Weld, lies northwest of Little Blue, with a northeastern spur called Phillips Mountain (1831) overlooking Mt. Blue Pond. North of this is Tantrattle Mountain (1602).

North of these mountains the terrain slopes to the Sandy River intervale and Phillips. From the north bank of Sandy River, the terrain climbs again to an 1188-foot tableland in the northern corner of the township, with Bean Mountain (1240) to the eastward and partly in the Town of Strong. Avon formerly was called Uppertown and Sandy River Upper Township. It was settled in 1779 and incorporated in 1802 as the 132nd town. A part was set off to Strong in 1853. Population: 391.

CARTHAGE—Carthage is a triangular-shaped township in the southern border of Franklin County, north of Mexico and Dixfield (Oxford County). It is chiefly wooded and mountainous and contains the outlet of Lake Webb, Webb River, which flows through the western section of the town. Tributary brooks to Webb River, draining the surrounding hills and mountains, include Tainter, Drakes, Green, Durgin, Kittredge, Basin, Dunning, Lapham, Hutchinson, Hanscom and Halfmoon brooks, the latter flowing from Halfmoon Pond. In the southern section Podunk Pond flows into Aunt Hannah Brook, Dixfield.

Route 142, Dixfield to Phillips, follows the course of Webb River through the township, serving the village of Carthage and Berry Mills, both on the river. Local roads lead to adjoining section of

Weld on the north and also connect Berry Mill with Tainter Corner, at the southeastern tip of the township, where U. S. Route 2 from Dixfield loops eastward to Wilton and Farmington. Elevations in this eastern end of the township include Bald Mountain (2572), a five-mile-long ridge extending northeastward into Washington Township, and Grays Mountain (1320).

Berry Mill lies at the western foot of Storer Hill (980), while Carthage Village lies in the intervale land of Webb River. In the southwestern corner of the township, Lake Mountain rises to 1160 feet, leading down to swamplands of Webb River Valley. Lumbering, agriculture and a wood novelty plant provide employment and the town has several stores and service establishments on the main highways. Carthage was settled in 1803 and incorporated in 1826 as the 270th town. Population: 314.

CHESTERVILLE—on the southeastern border of Franklin County, Chesterville is a farming and lumbering community, with a large sawmill and wood products plant, a canning factory and several retail and service establishments.

Its northern boundary is Wilson Stream and the Sandy River, with the villages of North Chesterville and Farmington Falls lying in both Chesterville and Farmington. Little Norridgewock Stream runs south to north through the center of the township to join Wilson Stream just south of its confluence with Sandy River. Chesterville Village is on Little Norridgewock Stream in the middle of the township and in this stream area a new 300-acre State Bird Sanctuary has been established. McGurdy Stream and Crowell Pond form the eastern boundary of the township with Vienna (Kennebec County) and New Sharon. The southern boundary is the western shoreline of Parker Pond and the Fayette (Kennebec County) town line. Part of Egypt Pond and Norcross, Round, Fellows, Horseshoe and North Ponds are in the southern part of the township in a large bogland area drained by Little Norridgewock Stream. Sand Pond and Locke Pond drain into Wilson Stream at North Chesterville.

Blabon Hill (940) and Old Bluff Hill (960), in the northeastern section of the township, are the highest elevations, with Zion Hill (680) and a series of low, rolling hills in the western section west of Little Norridgewock Stream. Local roads, mostly hard-surfaced, connect the various village centers and adjoining towns in Franklin, Androscoggin and Kennebec Counties and with U. S. Route 2 at Farmington Falls.

Chesterville was settled in 1782 by Abraham Wyman, Dummer Sewall and Samuel Linscott and was incorporated in 1802 as the 129th town. Part of Wilton was annexed in 1811 and part of Vienna in 1847. Population: 588.

EUSTIS—at the western end of New Flagstaff Lake in northeastern Franklin County, Eustis, with its two villages of Eustis and Stratton, is a lumbering, wood working and small manufacturing town on the upper Dead River system, with several hotels and sporting camps and nearly a score of retail and service establishments.

When the 1950 spring thaws filled the storage basin created by the new Dead River Dam (Somerset County), waters of the New Flagstaff Lake, some 28 miles long and up to four miles wide, backed up as planned nearly to the main street of Stratton Village on Dead River South Branch and nearly to the village of Eustis on the North Branch. The new lake is a storage basin for the Central Maine Power Company's Kennebec River control system. (See Somerset County.)

Eustis and Stratton Villages are on the Arnold Trail, Routes 27 and 16, from Kingfield and Stratton, named by the Maine Legislature to memorialize Benedict Arnold's March to Quebec with 1,100 men in the Revolutionary War. On October 19, 1775, a greatly diminished band reached Eustis on the North Branch of the Dead River, after having ascended the Kennebec from Dresden and portaged across Somerset County to the Dead River section. Kenneth Roberts has immortalized the story in "Rabble in Arms." A monument in the Cathedral Pines just north of Stratton Village marks the site of one of the Arnold Expedition's camping grounds.

The Cathedral Pines is a tract of several square miles of virgin Norway pine on both sides of the highway. A local road from this area leads to Eustis Ridge (2040), from which a marvelous panorama of the New Flagstaff Lake and the mountains around it, including Bigelow (4150) and Flagstaff (2497), is obtainable. Similar vistas also are available along the main highway approaching Eustis Village. Cherry Run, Button Brook, Cove Brook, Tim Pond Creek, Sawyer Brook and Barnard Brook are among the streams draining the Eustis hills eastward to New Flagstaff Lake.

Eustis formerly was the Bath Academy Grant and was organized in 1840 as Hanover. It was organized again with other territory as Jackson in 1850 and organized as Eustis in 1857. It was incorporated in 1871 as the 427th town. Population: 759.

FARMINGTON—Farmington is the shire town of Franklin County, 82 miles north of Portland, on State Routes 4 and 27 and on U. S. cross country Route Two. A busy commercial, manufacturing town of some 4,000 population, it is on the Sandy River and center of an area of lakes, ponds, streams and hills. Well-kept homes of the substantial type connected with Maine's most prosperous days, with broad, sweeping lawns and ancient shade trees mark its residential areas. A busy town economy in retail, service, banking and professional lines is reflected in its business section.

When the town's first settlers came, in 1871, they were not disappointed in the glowing descriptions of the site brought back to them by a party of explorers five years before. They found a soil remarkable in its fertility and absence of stones and immediately planted the first crops for which the area since has become famous. It was this first and highly successful activity of the settlers that gave the town its name.

For ten miles on both banks of the Sandy River, the township embraces the river valley. Broad sweeps of rich intervale land skirt the winding river and from these fertile acres the terrain ascends in undulating slopes, gently in places, in others by abrupt ridges 50 or more feet high. Countless spring freshets have given the intervale lands rich deposits of loam in which corn, oats and forage crops produce abundantly. On the higher slopes and plateaus back from the river, potatoes, apples, dairy and livestock farms thrive on soil as loamy and rock-free as the intervales and just as laden with the soil constituents that give Sandy River vegetables and fruit a flavor famous in American agriculture.

Luce's Studio

*Air View of Farmington, Looking North*

The business and residential center of the town is on a gently-rising plain on the east side of the river. In back of it, Titcomb and Mosher Hills rise 400 to 500 feet above the plain. On the western side of the river, from the village of West Farmington, Porter and Voter Hills rise an equal height. At the turn of the 19th Century, a keen rivalry sprang up between the residents of West Farmington and Center Villages as to which village would develop most in the town's civic and business progress. Center Village, on the eastern side, eventually developed into the principal business and residential area, although West Farmington, also, has made considerable gains.

Farmington is a commercial and transportation "hub" for its section of Maine, as well as the major "gateway" to the Rangeley Lakes and Dead River Regions. State Routes 4 to Rangeley, 27 to Stratton Village and Eustis and U. S. Route No. Two, chief inland

East-West highway, pass through Farmington. State Route 43 also runs through Farmington from adjoining Temple on the west and Industry on the east. Other secondary roads connect the various villages of the township.

In addition to being the focal point for business generated by agricultural and tourist activities, Farmington also is the center of a wide area of diversified industries, based principally on wood products and lumbering; with important shoe and textile plants in the adjoining town of Wilton to the southwest. Canning, bottling, dowels, lumber, mattresses and wood products are among Farmington's major activities. From canneries in the Farmington area have gone forth millions of cans of the Maine sweet corn that has brought fame to the Sandy River Valley.

*Ivy-Clad Main Entrance to Farmington State Teachers College*

Another important "industry" in Farmington is Farmington State Teachers College. Founded in 1812 and accepted as a Normal School in 1864, this famous institution has one of the outstanding home economics courses in the State of Maine and annually prepares more teachers on this subject than the University of Maine. Current enrollment is around 400 students, with every county in the State represented in the four-year course. Plans for additional plant expansion in the coming years include a new administration building, college library, home economics and science building and alterations for new classrooms to handle an expected increase in enrollment. At present the college contains the Edith E. Clifford Memorial Library, which has a $50,000 trust fund for the purchase of new books.

With alumni in all parts of the United States, affection for alma mater was illustrated during World War II, when men students in the service voluntarily contributed regularly to maintain the men's dormitory, formerly one of the buildings of the famous Abbott School. Some even returned to stay there on furloughs. In recent years alumni also have made possible a modern gymnasium and dormitory buildings.

With the inspiration to cultural activities of the Teachers College, Farmington residents also have fostered civic, literary, musical, service and social organizations and in these activities the local Baptist, Methodist, Congregational and Catholic church groups have an important role. The Maine Council of Churches conducts a leadership training school at the college and each summer more than 200 students and leaders attend an annual Maine Music Summer Course.

Farmington's musical tradition is highlighted by the birthplace of Lillian Nordica, famed operatic star of a half-century ago. The Nordica Memorial Association has transformed her simple native home into a shrine, replete with mementoes of the great singer and her operatic triumphs throughout the world.

In civic and community affairs, Farmington has seen an era of conservative and substantial development. Besides its activities as a county seat, it has a modern Franklin County Hospital, a model grade school and program coordinated with the Teachers College, an excellent high school, and the Cutler Memorial Library of 32,000 volumes, including many rare and costly books. Resources of three local banks, the Franklin County Savings Bank, the People's National Bank and the First National Bank are more than $10,000,000, an increase of more than 100 per cent in the past 10 years and the highest in the banks' histories. The Franklin County Fair, one of the top-notch country fairs of the entire State, is held there the third week in September.

With a 1950 population of 4,660, Farmington gained nearly 1,000 over 1940. Its more than 100 business, service and professional establishments reflect a busy economy the year-around. It is served by the Maine Central Railroad and several bus lines. Besides Farmington and West Farmington, other village centers are Fairbanks and parts of Farmington Falls and North Chesterville (also in Chesterville).

The Sandy River winds generally north-south through the township, its major tributary streams here being Baker Stream at Fairbanks, Temple Stream at West Farmington, Cascade Brook and Beales Brook. Wilson Stream drains the southwest corner of the town, forming its southern boundary with Chesterville at North Chesterville and Farmington Falls.

Farmington was incorporated in 1794 as the 83rd town. A part of Industry was annexed in 1850 and a part of Strong in 1853.

INDUSTRY—Industry is a small farming and lumbering town on the eastern border of Franklin County, with a 1950 population of 316. It is one of the few towns in Maine not having a village center bearing the town's name. Its two village centers are Allens Mills, at the foot of Clearwater Lake and West Mills, on Falls Brook. Allens Mills is on Route 43 and West Mills on Route 148, both from Farmington. Local roads also lead into the adjoining Somerset County towns of Anson and Starks. Clearwater Lake is the center of a growing cottage and summer camp colony and its deep, clear waters, ringed by steep hills on the west and north, have yielded large landlocked salmon. Its outlet, Muddy Brook, runs through the town of New Sharon, next south, into the Sandy River. Bannock Mountain (1230)is in the southern section of the town east of Clearwater Lake. The northern section runs into the New Vineyard Mountain chain, with True Mountain (1400), Boardman Mountain (1458), Caswell Mountain (2000), Little Mountain (1720) and Ick Norton Mountain (1660). Streams draining these mountainsides are Lemon Stream, Mitchell Brook and Fish Brook. Mosher Pond is a small lake northwest of Clearwater and the headwater of Baker Stream, Farmington.

Industry was settled in 1793 and incorporated the 144th town in 1803.

JAY—Jay is an important industrial town at the southern tip of Franklin County, south of Wilton on Route 4. It has large pulp and paper mills of the International Paper Company at the villages of Jay, Chisholm and Riley, all on the Androscoggin River, a shoe factory, granite quarry, sawmills and more than a score of stores and service establishments. Its 1950 population was 3,104, compared with 2,858 in 1940, a gain reflected in considerable home building during the past decade. With the major industrial activities concentrated at Chisholm, Jay, Riley and North Jay, limited farming and lumbering activities are carried on throughout the township.

The Androscoggin River loops through its southwestern corner, with Sevenmile Stream, from adjoining Dixfield (Oxford County) and Wilton, its principal tributary here. Lesser waterways are Ridley Brook and Jolly Brook. Spruce Mountain (1140) and Meadow Brook are in its northeast corner. Parker Pond, source of Little Norridgewock Stream (Chesterville), is on its eastern boundary. Kennedy's Corner and Beans Corner are subsidiary village sections on Route 133, Livermore Falls to Farmington.

Jay was settled in 1776 and incorporated in 1795 as the 95th town. Its population today is largely French-Canadian, mostly native-born.

KINGFIELD—Kingfield is a lumbering, wood products and farming town in eastern Franklin County, on the picturesque Carrabassett River. Its principal settlement, Kingfield Village, is in the southeastern part of the township, with several major routes converging from adjoining sections of Franklin and Somerset Counties. Routes 27 (from Farmington) and 16 (from North Anson) join at Kingfield to run north to Stratton and the Dead River Region. Routes 142 and 145, from Phillips and Strong, also run into Kingfield.

Several local roads lead back into wooded hill and farming sections of the town, including Soule Mill on Rapid Stream, in the southwest corner. The latter joins the West Branch of the Carrabassett, which runs into the larger river north of Kingfield Village. Alder Stream and Tufts Pond Brook, both with several branches, are tributary to the West Branch.

From the Carrabassett River and West Branch Valleys, wooded hills rise steeply to the mountains in the central and northern part of the township. These include Black Nubble (2853), Owls Head (2980), Vose Mountain (2025) Ira Mountain (1925) and the southern slopes of Claybrook Mountain (2285), in Jerusalem Plantation, next north. Tufts, Grindstone, Dutton and Hid Ponds are high in these mountains, with Alder Brook, Ledge Brook, Reed Brook and Clay Brook draining the mountainsides. Pinnacle Pond is a small pond northwest of Kingfield Village.

Kingfield was part of Bingham's Purchase and was settled in 1806. It was incorporated the 210th town in 1816 and named for William King, first Governor of Maine and principal proprietor. Its 1950 population was 959, compared with 860 in 1940. It has several wood products plants, a score of stores and service establishments, considerable farming activity, several sporting camps and the Kingfield Savings Bank. It is also a center of handicraft activities.

MADRID—Madrid is a lumbering and limited farming town in central Franklin County, on Route 4 between Phillips and Rangeley. The main highway follows the course of the Sandy River through its southwest corner, where the principal village is located at the junction of the river and Saddleback Stream. Crossman Stream and Chandler Mill Stream also flow into the river in this southwestern corner of the township. Orbeton Stream from Redington Plantation, next north, drains the eastern section of the township, being fed by Conant, Winship, Hardy and Perham Streams, all draining the Saddleback Mountains and the eastern hills. Several local and woods roads run from Madrid Village and from the adjoining town of Phillips, on the south, into farming and lumbering areas on the southern side of the township, including the Reeds Corner and East Madrid sections. The abandoned roadbed of the former Sandy River and Rangeley Lakes (narrow gauge) Railroad follows the course of Orbeton Stream from Reeds Corner to Redington.

Eastern peaks of the Saddleback Mountains run into Madrid's northwest corner, the highest elevations being The Horn (4023), Saddleback Junior (3640), Potato Hill (2561) and Mecham Hill (2090). Black (Beal) Pond, at 1316 feet elevation, lies northeast of Reeds Corner.

Madrid's 1950 population was 164, compared with 214 in 1940. It was settled in 1807 and incorporated in 1836 as the 328th town. A part of Township E was annexed in 1872.

NEW SHARON—New Sharon is a farming, lumbering and wood products town at the southeastern edge of Franklin County. U. S. Route Two, from Farmington Falls to Norridgewock, is its principal highway, generally following the course of the Sandy River. State Route 27 from Augusta joins Route Two in New Sharon and a network of local roads connects the various sections of the town and the adjoining communities of Chesterville, Farmington and Industry (Franklin County), Starks and Mercer (Somerset County) and Rome and Vienna (Kennebec County). Village centers are New Sharon, East New Sharon and Weeks Mills.

The fertile Sandy River Valley soil here supports an extensive agriculture of canning crops, livestock, poultry, potatoes and orcharding. Rolling fields of sweet corn cover many acres. Bragdon Brook and Muddy Brook, from Clearwater Lake, and several lesser waterways drain the rolling acres of the north side of the Sandy River, while several brooks from the hills in the southern part of the town also flow toward the river. York Hill (1190), Hampshire Hill (1020) and Cape Cod Hill (900), all in the southern part of the township, are the principal elevations.

New Sharon was settled in 1782 and first was named Unity. It was incorporated in 1794 as the 89th town. A part was set off to Industry in 1813, a part of Mercer annexed in 1841 and a part of Industry annexed in 1852. Its 1950 population was 758, compared with 761 in 1940.

New Vineyard—New Vineyard is a lumbering and limited farming town of 446 population on the east central border of Franklin County, with a box factory and wood turning plant and half a dozen service and retail establishments. It is on Route 27, between Farmington and New Portland (Somerset County), the highway following the course of Lemon Stream south-north through the center of the township. Lemon Stream makes up from Dead Stream, Porter Lake (mostly in Strong, next west), Lily Pond, Mill Pond and Bauds Pond, all clustered in the west center of the township, to join the Carrabassett River in New Portland.

Rolling meadows and considerable swamp land mark the Lemon Stream Valley, surrounded by heavily wooded hills. East of Route 27, the heavily wooded New Vineyard Mountains ridge rises to several peaks whose eastern slopes are partly in the town of Industry, next east. These include Griffin Mountain (2109), Caswell Mountain (2000), Little Mountain (1720) and Ick Norton Mountain (1660). Norton Mountain (1820) is in the southwest corner, partly in Industry. Adams Stream and Baker Brook drain the hills on the southern boundary into Farmington and the Sandy River Valley.

New Vineyard hills to the west of Baker Stream include Leavitt Hill (1180), Pratt Mountain (1540) and Hartwell Mountain (1500), the slopes of the latter drained by McLeary and Winter Brooks to the Sandy River. New Vineyard Basin is a flat land pocket drained by Baker Stream at the southern end of the New Vineyard Mountains. On the northeastern side of the township, Greenwood Stream and Hall Brook drain the rolling northern slopes of the New Vineyard Mountains into Anson (Somerset County). Barker Brook is the largest of nine mountain streams draining the northwest slopes of the New Vineyard Mountains into Lemon Stream.

New Vineyard Village, in the center of the township, is on Route 27, from which several local roads give access to the northern and western farming areas. New Vineyard was settled in 1791 by pioneers from Martha's Vineyard, Mass., who first located in the Kennebec Valley. The heavy levies of land agents impelled them to go further northwest into the Sandy and Carrabassett River Valleys. It was incorporated the 133rd town in 1802.

PHILLIPS—northwest of Avon in central Franklin County, Phillips is a lumbering, farming and industrial town of 1,105 population on Route 4, the principal highway to Rangeley. The Sandy River loops from west to east through the center of the township and through Phillips Village, on the southeastern boundry adjoining Avon, in which part of the village is located. West of the village, Route 142 from Dixfield and Weld joins Route 4, continuing through the village to Salem and Kingfield to the northeast. Lumber, wood products, plastics and woolen blankets are among the industrial products of the town, which has a high school, library, theater, branch of the Franklin County Savings Bank and more than a score of retail, service and professional establishments.

Footspurs of Blueberry Mountain (2842) in No. 6 Township and Pope Mountain (2185) in Weld, to the south, extend northward into Phillips Township to the Sandy River Valley and are drained by Cottle Brook and Sandy River South Branch. On the western boundary Stetson and Lufkin Ponds drain into South Branch Valley and Bear Hill rises to 1320 feet between Sandy River and Orbeton Stream. Local roads lead from Phillips into the northern and eastern corners of the township where several small ponds and considerable swamp area lie between many lesser ridges. Tory Hill (1640) is the highest elevation in the northeastern corner.

Phillips was settled in 1791 and incorporated in 1812 as the 192nd town, named in honor of a former proprietor. Part was set off to form part of Salem in 1823 and a part of Township 6 was annexed in 1842.

RANGELEY—commercial, recreational and civic headquarters of the vast Rangeley Lakes Region, the town of Rangeley in west central Franklin County is the focal point for an extensive vacation, sporting, lumbering and limited agriculture area and is the northern terminus of State Route 4. Seven major lakes in the Rangeley Chain and more than 30 other lakes and ponds, together with scores of streams, all in a setting of pine-clad mountains and sloping farm fields, make up the magnificent scenic terrain of a region that has been the mecca of fishermen and hunters for nearly a century.

Rangeley Village, at the eastern end of Rangeley Lake and in the southeast corner of the township, and Oquossoc, another village center at the western outlet of the lake, have half a dozen large hotels and more than a score of resort camps and cottage colonies on the shores of the lake. Another score of vacation resorts is located on nearby ponds and on Greenvale Cove, the southeastern arm of the lake, which juts into Sandy River and Rangeley Plantations. In the two village centers of Rangeley and Oquossoc are more than a score of retail, service and professional establishments of all types to serve the resident population of 1,214 and a summertime increase of several times that number.

Route 16, Rangeley to Oquossoc, has more than a dozen side roads leading from it to the various resort centers along the northern lake shore and to others on Quimby and Dodge Ponds just north of the highway. Oquossoc is the northern terminus of Route 17, the "back road", from Rumford, and from this junction Route 144 leads to Haines Landing on Mooselookmeguntic Lake. The lower end of Cupsuptic Lake joins Mooselookmeguntic in the Haines Landing area.

*Skiing at Rangeley*

Rangeley Village lies on City Cove of Rangeley Lake and has a seaplane base and large public boat landing there. Rangeley Airport lies north of the village, on the road to Loon Lake, which lies mostly in Dallas Plantation. Hunter Cove is a long arm of the lake extending into the northern shoreline and taking the outlets of Dodge Pond and Quimby Pond Brook. Round Pond, Secret Bog, Beaver Bog, Perk Pond and Lost Logan all are on streams coming down from the Spotted Mountain chain to the north in Davis Plantation. Smith Cove and Bonney Point are next west along the shoreline from Hunter Cove and leading to the Rangeley Lake outlet at Oquossoc. From Oquossoc, Route 16 strikes northwest around the upper end of Cupsuptic Lake to continue on to Aziscoos Dam and Wilsons Mills in Northern Oxford County.

Large islands in Rangeley Lake are Dickson Island at the eastern end and the South Bog Island group at the western end. The Rangeley Township limits include part of Mooselookmeguntic and

Cupsuptic Lakes, lying mostly in adjoining Oxford County to the west. Other major lakes in the Rangeley Chain, which is the headquarters of the Androscoggin River, are Kennebago, in Davis Plantation to the north; Upper (Molechunkamunk) and Lower (Welokennebacook) Richardson and Umbagog Lakes, the latter three in Northern Oxford County.

High elevations on the northern boundary of Rangeley Township are Cloudman Ridge (1740), with Cloudman Pond, in the northwest corner, and Ephraim Ridge (2705), just north of Quimby and Nutting Ponds. Considerable swamp area covers the northeastern part of the township, northeast of Round Pond. Burnham Hill (1905) and Chick Hill (1960) lie east of Dodge Pond and just west of the Rangeley Airport.

Rangeley saw its first settlers in 1815 and Squire James Rangeley arrived from Yorkshire, England, in 1825, to establish his estate. His original home is still standing. He gave land generously to new settlers and built a sawmill, gristmill and a road to reach outside markets. Lumber and, later, pulpwood soon became and still are the chief products of the vast region of the northwestern corner of Maine channelled through Rangeley. With the development of the recreational industry, through fishing, hunting and vacationing, this incomparable region now leans heavily upon the new money produced by this economic source.

Under a town manager-selectmen administration, civic progress has been steady, with many improvements registered in recent years. An active Publicity Association functions as a Chamber of Commerce, with emphasis on constantly expanding promotional activities. The town has a bank, the Rangeley Trust Company, a high school, library, information center, two churches, a theater and several small craft industries. Oquossoc also has a large State Fish Hatchery and is the home of Herbert L. Welch, nationally-known fly caster.

Rangeley was incorporated in 1855 as the 393rd town.

Strong—next north of Farmington on Route 4 and on the Sandy River in south central Franklin County, Strong is an industrial and agricultural town which registered a slight gain in population from 1,007 to 1,038 between 1940 and 1950. At the time the Forster Manufacturing Company plant burned down in 1949, it was the toothpick capital of the world, producing both the flat and round type in untold millions. This company also made olive and cocktail forks, picnic forks and spoons, ice cream spoons, mustard paddles, medical tongue depressors and applicators. During World War II, Forster made hundreds of millions of three- and five-inch spoons for ration kits and GI feeding, was the meat industry's principal supplier of skewers and supplied the Army and Navy with millions of tongue depressors. Like other successful Maine firms, one of the "secrets" of the Forster company was its development and building of its own machinery.

While plans for reconstruction are in progress, the Forster company has moved its office to Farmington. It remains in business in the meantime, utilizing other plants in the area and in other sections of the State to produce its wood products. Two other wood products plants and a lumber and box mill are among other industries at Strong, along with nearly a score of retail and service establishments a high school and public library.

Strong Village is at the bend of the Sandy River where it takes a southward course through Farmington. The River is joined here by Valley Brook from the north, to which Doctor and Bean Brooks are tributary. Bean Mountain (1240), Stubbs Mountain (1585) and Day Mountain (2040) line the western boundary of the township. East of the Sandy River Valley are Hunter Mountain (2020), Dyer Hill (940) and Taylor Hill (940), with Taylor Hill Pond, most of Porter Lake (New Vineyard), McLeary Brook and Winter Brook as the town's eastern waterways. Route 145 leads from Strong north to Freeman and Kingfield, with several local roads leading along the east bank of the Sandy River to various sections of the township and to adjoining New Vineyard on the east.

Strong is the birthplace of Maine's Republican party, on Aug. 7, 1854. Its two principal platform planks at its founding were temperance and anti-slavery legislation. Formerly called Readstown, the town was settled in 1784 and incorporated in 1801 as the 126th town, named for Governor Strong of Massachusetts. A part was set off to Farmington in 1853, and a part of Avon annexed the same year. A part was set off to New Vineyard in 1856.

Temple—next west of Farmington, Temple is a small lumbering and limited agriculture town of 285 population, with some gains having been made in the past decade through new home building. It is the western terminus of Route 43 from West Farmington, with an unpaved road extending northwest through the township along the course of Temple Stream. Side roads branch west for short distances into a rugged woods and hill country in which are Varnum Mountain (1741), Crockett Mountain (1653), Kinneys Head (2000), Dean Mountain (1820), Derby Mountain (1909), Center Hill (1820), Gleason Mountain (2120), Wilder Hill (2040), and Gammon Ridge (2312), the latter in the northwest corner of the township and on the southern side of Mt. Blue (Weld).

Draining these western hills and mountains are Conant Brook, Alder Brook, Temple Brook, Mitchell Brook and Edes Brook. On the eastern side of Temple Stream, are several hills and ponds, including Potato Hill (1540), Drury Pond, Staples Pond, Grants Pond and Jessie Pond, all with brook outlets to Temple Stream. Two northern tips of Varum Pond jut into the town's southern boundary.

Temple was settled in 1796 as part of Abbotts Purchase and formerly was known as Abbottstown. It was incorporated in 1803 as the 142nd town. A part of Wilton was annexed in 1831. Temple Village is its only village center.

Weld—on the southwestern boundary of Franklin County, Weld is a lumbering, farming and vacationing community ringed with hills and mountains and with beautiful Lake Webb, covering 3.98 square miles, in its center. Its population in 1950 was 362, compared with 422 in 1940.

Most of Mt. Blue State Park's 4,921 acres are in the east central part of the township, with the eastern section containing the peaks of Mt. Blue (3187) and Little Blue (2001) in the adjoining town of Avon. A trail leads to the summit of Mt. Blue, 1.75 miles, where a 47-foot steel Fire Lookout Tower is located. The Center Hill (1640) section of the park, north of Weld Village, has a parking overlook, picnic tables, fireplaces, picnic shelters and foot trails. The Lake Webb Beach District, on the west side of the lake, is a 353-acre area with a mile-long beach. It has 15 camp sites, with fireplaces and picnic tables. The bathing beach area has up-to-date facilities.

Weld Village, on the eastern side of Lake Webb, contains several hotels, tourist inns, resort and youth camps, and a dozen retail and service establishments. The town also has a high school and library, a novelty and wood products plant and a sawmill. Weld Village is on Route 156 from Wilton and Route 142, Dixfield to Kingfield. Side roads lead to the Center Hill, Maple Grove and Houghton Brook sections on the eastern side of the township and to the Lake Webb District on the west, connecting with roads from Carthage and Berry Mills to the southeast.

The Spruce Mountain (2546) series of peaks is on Weld's southwest border, with the slopes of Walker Mountain (2700) in Roxbury (Oxford County) and Tumbledown Mountain (3035) in Plantation No. 6, to the northwest and north. Footspurs of these mountains close to Lake Webb on the west and north include Cobble Hill (1660), Rand Ridge (1020) and Potter Hill (1840). Draining these slopes into Lake Webb, from southwest to north, are Swett Brook, Snowman Brook, West Brook, Tumbledown Brook, and Bachelor Brook. Draining the southeastern slopes of Spruce Mountain into Webb River in Carthage are Hanscom, Hutchinson, Lapham, Dunning, Basin and several other lesser brooks.

In the northeastern corner of Weld Township is Pope Mountain (2185), and Hurricane Mountain (2484), with Little Blue (2001) on the eastern and Gammon Ridge (1780) on the southeastern boundaries. Footspurs to the eastern shore of Lake Webb include Center Hill (1640), Hedgehog Hill (1400) and Houghton Ledges (1681). Streams draining these slopes into Lake Webb, from north to southeast, include Rand, East, Keyes, Fran, Parlin, Houghton and Bowley Brooks.

Weld was settled in 1800 and formerly was called Webb's Pond. It was incorporated in 1816 as the 214th town and named for Benjamin Weld of Boston. Weld Corner is its second village section, on Route 142 northwest of Weld Village.

WILTON—second largest town in Franklin County, Wilton, next southwest of Farmington, is an industrial, commercial and highway center beautifully located at the foot of Wilson Lake and on Wilson Stream, which joins the Sandy River at Farmington Falls. Its two principal industries are the world-famous G. H. Bass & Co., makers of sports and work boots and moccasins, and the Wilton Woolen Co., which produces millions of yards of automobile fabrics. Two canning factories and several wood products and lumber plants also add to the town's industrial output.

Four village centers, Wilton, Dryden, East Wilton and East Dixfield, contain several scores of retail, service and professional establishments, with the principal business section located along Main Street in Wilton Village. A local bank, the Wilton Trust Company, serves a wide area. The town also has four churches, Wilton Academy, Goodspeed Memorial Library with 12,000 volumes, a theater and several hotels and tourist inns. Cottages and year-around homes line the shores of Wilson Lake, starting back from the center of the village.

*Arrow Woods Products Plant, Wilton*

On the northern shore of the lake is Wilson Lake Country Club (9-36), with beautiful views of mountain and lake scenery.

Wilton is a junction of U. S. Route Two and State Route 4 and from here Route 156 follows Wilson Stream Valley northwest to Weld and the Mt. Blue State Park area. Nearly a score of tourist overnight cabin colonies and restaurants are scattered along these major routes. An active Wilton Lions Club serves as a "booster" and civic organization for the town, with church and school groups active in various community projects. A town bathing beach and several winter sports projects are parts of an expanding community youth program. With its busy industrial and commercial activities based on surrounding lumbering, agricultural and recreational resources, Wilton has long been noted for the community spirit of its citizens. Home building has increased considerably during the past decade and population has risen from 3,228 in 1940 to 3,450 in 1950.

Wilson Stream, with a fertile agricultural valley, bisects the township from northwest to southeast. In addition to Wilson Lake, the township also includes Pease Pond in the southeast corner and Varnum Pond on the northern boundary. Highest elevations are on the western and northern sides and include Walker Hill (1100), Butterfield Hill (1080), Law Mountain (1707), Browns Peak (1600) and Old Bluff (1200). Bates, Dakain, Temple and Pine Brooks drain these slopes to Wilson Lake and Stream. In the southwest corner of the town, Hooper and Allen Brooks drain into Sevenmile Stream in Dixfield and Jay to the south. The eastern section of the township is mostly rolling wooded hills and farmlands, with Coubers Brook, Varnum Stream and Stony Brook draining the land southward into Wilson Stream. More than a dozen local roads give access from the main highways to the hill and farm sections throughout the township and into neighboring sections of Farmington, Jay, Dixfield and Temple.

Wilton formerly was named Harrytown and Tyngtown and was settled in 1789. Abraham Butterfield of Wilton, N. H., paid the expenses of its incorporation as the 148th town in 1803 and had the privilege of renaming the town for his former home. Parts were set off to Chesterville in 1811 and to Temple in 1831. Its railroad station at Dryden is on the Farmington Branch of the Maine Central Railroad.

## Plantations

Coplin—Coplin Plantation in north central Franklin County is south of Stratton Village (Eustis), with Route 27 from Kingfield crossing its northeast corner and Route 16 from Rangeley Village and Dallas crossing its northwest section. Stratton Brook, Nash Stream and the South Branch of Dead River drain the slopes of its wooded hills and mountains into the Dead River Lake in Eustis. Lumbering and agriculture are its chief industries and it had a population of 65 in 1950. Hedgehog Hill (2087), south of Stratton Village, is its principal named elevation, with other peaks on the southern plantation boundary running to more than 2,500 feet in height. Considerable swamp and flatlands mark the terrain of the South Branch and Nash Stream Valleys on its northern section. It was organized in 1856.

Dallas—next east of Rangeley Village, Dallas Plantation is crossed by Route 16 from Rangeley to Eustis and by a local road from Rangeley to Saddleback Lake, a vacation resort center, with Saddleback Lake Camps, in the south central section of the plantation. Gull Pond, with side roads off Route 16, is north of Haley Pond, on the western border of the plantation with Rangeley. In the northwest corner of the plantation, a local road from Rangeley Village gives access to Loon Lake and York Log Village, one of the pioneer vacation resorts of this type in Maine. From here a private toll road of the York establishment gives access to Kennebago Lake, in Davis Plantation, another vacation and sport resort. East of Loon Lake are Little Greely, Greely and Third Greely Ponds, Dill Pond, Quill Pond and Redington Stream, all tributary to the South Branch of Dead River, which starts at Saddleback Lake. Draining the Saddleback Mountain (Sandy River Plantation) slopes into Saddleback Lake are Haley Brook, Rock Pond Stream and Geneva Bog Brook. Nile Brook drains the southwest corner of Dallas Plantation into Rangeley Lake. Hilly, wooded terrain, with its prominent and lesser lakes and streams set off by bogland areas marks the Dallas Plantation topography. Dallas Plantation was organized in 1845 and had a 1950 population of 103. Its small village is in the center of the plantation.

LANG—Lang Plantation is just north of Dallas, marked by a continuation of Route 16 along the Dead River South Branch Valley. The main highway and valley follow the northern slopes of Quill Hill (2842), which comes to a peak at the common boundary corner of Lang, Coplin, Redington and Dallas Plantations. The Loon Lake-Kennebago Lake private toll road crosses the southwest corner of the plantation, along the eastern slopes of Spotted Mountain (3326) in Davis Plantation, next west.

The southern slopes of East Kennebago Mountain form the northern boundary of Lang Plantation, with peaks rising to more than 3,800 feet. No less than a dozen mountain brooks drain these wooded slopes, into the South Branch Dead River Valley, which opens into fairly level land on the eastern side of the plantation. Blackcat Mountain (2620) is a steep elevation on the western boundary, at the foot of Kennebago Lake.

Lang Plantation was disorganized in 1935. Langtown Mill was its principal settlement, with lumbering and limited farming its chief occupations.

RANGELEY—Rangeley Plantation is next south of the Township of Rangeley and slightly larger in land area, including in its limits most of the southern shore of Rangeley Lake and most of the eastern shore of Mooselookmeguntic Lake. A state road leading from Route 4 south of Rangeley Village to Greenvale Cove and the southern shore area gives access to half a dozen vacation and fishing resorts, with several score cottages and camps extending as far west as South Cove.

Beaver Mountain (3160), in the southeastern corner of the plantation, is the highest elevation in a woods and stream area marked by Mud Pond, Mountain Pond, Martin Brook, Mountain Pond Stream and Beaver Pond, all draining the mountain slopes into South Bog Stream and Rangeley Lake at South Bog Cove. On the western side of the plantation, Route 17 comes north from Rumford to Oquossoc (Rangeley Town), coming down from the Spruce Mountain (2420) slopes in the southwest corner and the eastern shore of Mooselookmeguntic Lake. The little village of Bemis, a former lumbering settlement and now a sporting camp center, lies at the southeastern end of Mooselookmeguntic Lake at the foot of these mountains. It is reached by a road utilizing the abandoned roadbed of the Maine Central Railroad from a point south of Oquossoc. Most of Toothaker Island, largest in Mooselookmeguntic, lies in Rangeley Plantation, the remainder of the island and the western part of the lake being in Richardsontown Plantation (Oxford County). Toothaker Brook and several lesser streams lead down from the Rangeley Plantation mountain slopes into Mooselookmeguntic. Sporting and vacation camps and lumbering are the chief occupations in the plantation which had 47 permanent residents in 1950. It was organized in 1859.

SANDY RIVER—east of Rangeley Plantation and diagonally between Madrid and Rangeley Town, Sandy River Plantation is crossed from southeast to northwest by State Route 4, from which several side roads give access to camp and cottage locations on the Sandy River Ponds, source of the Sandy River, Long Pond and Greenvale Cove, the southeastern tip of Rangeley Lake. South Pond, draining into the Sandy River, Haley Brook to Long Pond and Long Pond Stream to Greenvale Cove are principal drainage systems on the southern side of the plantation.

In the northwest corner, Saddleback Mountain raises its highest peak to 4,116 feet, surmounted by a fire lookout tower. Oakes Nubble (2720) rises near the northern boundary west of Saddleback and on these slopes are Moose and Deer Pond, Eddy Pond, Midway Pond and City Pond, all draining into Cascade Stream and Greenvale Cove. Rock Pond drains into Saddleback Lake (Dallas) to the north. Saddleback and Little Saddleback, Ledge and Ethel Ponds all drain into Saddleback Stream, which flows down the southern side of the mountain into the Sandy River at Madrid Village. Perry Mountain (1960) and Perry Pond, both at the southeast corner of the plantation, also drain south in the Sandy River in Madrid Township.

The Appalachian Trail from Saddleback Mountain summit, comes down through the Saddleback Mountain and Sandy River Ponds to cross Route 4 and Long Pond Stream north of Haley Brook, continuing along the western shore of Long Pond to the Spruce Mountain area on Route 17 and southward. Rugged mountains, lakes, ponds and streams mark the Sandy River Plantation terrain, which contains the swift headwaters of the Sandy River system. The plantation was organized in 1905, when Greenvale Plantation was annexed.

## Wild Land Townships

FREEMAN—Freeman is next south of Kingfield on the east central border of Franklin County and is a farming and lumbering community listing 185 population in 1950. Route 145, from Strong to Kingfield, is its principal highway, forming a junction with Route 142, Phillips to Kingfield, in its northwestern corner. Several local roads branch off these main highways to various sections of the township and to neighboring Strong, Avon, Phillips, Salem, Kingfield and New Portland (Somerset County). Gilkey Brook, Bean Brook and Valley Brook drain its central section into the Sandy River at Strong, while Luce Brook, Gammon Pond and Taylor Brook drain into the Carrabassett River system to the east. The West Branch of the Carrabassett River cuts across its northwest corner. Elevations in the township include Freeman Ridge (1200) and Welcome Hill (1320), in the northeast corner; Allen Pinnacle (1320), west of Freeman Center; and Foster Hill (1180) in the northwest corner. Freeman Center, North Freeman and Freeman Ridge are small village centers.

Freeman was settled in 1797 and incorporated the 171st town in 1808. Part was set off to form North Salem in 1823 and part set off to form New Portland (Somerset County) in 1833. The incorporation was repealed in 1937 and organization surrendered in 1938. Formerly called Little River and West Falmouth, it was named for Samuel Freeman of Portland, one of the principal owners at the time of settlement.

JERUSALEM—Jerusalem is a wild land township just north of Kingfield, containing the village of Carrabassett on Route 27, Kingfield to Stratton. This main highway follows the course of the Carrabassett River through the center of the township, with a dozen brooks and streams flowing down from the wooded hills and mountains into the river. These waterways include Hammond Pond and Brook, Redington Pond and Brook, Huston Brook, Poplar Stream and South Branch and Poplar Brook.

The almost completely wooded township is marked by Poplar Mountain (2687), Little Poplar Mountain (1971), the eastern slopes of Burnt Hill (3595) in Crockertown, next west; and the northern slopes of Owls Head (2980) and Clay Brook Mountain (2285), both on the southern boundary. A footspur of Bigelow Mountain rises to 2,000 feet in the northwest corner. The northeast corner is marked by bog land now flooded by the southeastern arm of the New Flagstaff Lake, along the side of which runs a section of the relocated road from North New Portland to Dead River Dam (Somerset County). Jerusalem first was organized in 1855, but organization has long since been given up.

LOWELLTOWN—Lowelltown (T1, R8) is a wild land township at the northern tip of Franklin County and a loading point for lumber and pulpwood on the Canadian Pacific Railway. It is just west of Holeb (Somerset County), which supplies postal service. Railroad siding points are Skinner and Keough. The Moose River System runs from west to east through Lowelltown into Holeb, and is fed by an extensive drainage system which here includes Trout Pond, Twin Island Pond, Bog Brook, Moose River South Branch, Smart Brook, Squaw Pond, Clear Pond, Indian Pond, Little Indian Pond, Dead Brook, Smith Brook and Little Gulf Stream. Considerable bog land marks the east, south and central parts of the township, with the west and north boundaries ringed with mountains, including Caswell Mountain (2305), and Clear Pond Mountain (2510). The siding point, Lowelltown, is in Beattie wild land township, next west.

REDINGTON—Redington wild land township is east of Dallas Plantation and north of Madrid in central Franklin County, with lumbering and sporting camps its principal activities. It is on the abandoned roadbed of the Sandy River and Rangeley Lakes (narrow gauge) Railroad, which runs from Dallas Village along Redington Stream to Redington Pond and Orbeton Stream to Phillips. Except for the stream and pond valleys along the railroad line, heavily wooded hills and mountains mark the terrain. Its peaks include the Redington Pond Range (3724) in the southeast corner, Poplar Ridge (3120), Saddleback Junior (3640) and Saddleback North Horn (3660), on the southern boundary; and Potato Nubble (3029) on the western boundary. Quill Hill (2842) is at the northwest corner and boundary junction with Dallas, Lang and Coplin Plantations. Nash Stream, West Branch and Skunk Brook drain the northern slopes of Black Nubble toward Coplin, next north, from which woods roads lead into these areas. Redington is supplied from Phillips postoffice.

Perkins—Perkins is a small wild land township bordered by Wilton, Carthage, Weld and Temple. A section of Route 156, Wilton to Weld, cuts through its northeast corner, touching the northern end of Hills Pond, headwaters of Wilson Stream. A small knoll here divides the Wilson Stream watershed from the Alder Brook and the Webb Lake watershed. Elevations in the township include Bald Mountain (2572), on the southern boundary; Cherry Hill (1826) and Lakin Hill (1660), on the west; Adams Hill (1460), on the north; and the western slopes of Kinneys Head (2000), in Temple, on the east. Several woods roads and trails branch off the main highway to scattered farmstands and woodlots north and south of Route 156. Perkins originally was part of Carthage, but was set off and designated No. 4 in 1849, named for a Dr. Perkins of Farmington, who owned the territory. Plantation organization was surrendered in 1901.

Salem—Salem is a small township northeast of Phillips on Route 142, which surrendered its organization in 1945. A lumbering and farming community, it registered a population of 68 in 1950, a decline of 10 from 1940. Quick Stream and the West Branch of the Carrabassett River flow southwest to northeast through the township, fed by nearly a score of streams coming down from the southern slopes of Mount Abraham (4049) in Mt. Abram Township (T4, R1) next north. A half-dozen local and woods roads lead off from Route 142 to the various lumbering and farming sections of the township, which also is on the abandoned roadbed of the Sandy River and Rangeley Lakes Railroad. Local roads also lead to neighboring sections of Freeman and Kingfield. Salem Village is in the south central section of the township, on Route 142. Salem was settled in 1791 and incorporated in 1823 as North Salem, the 249th town. Its name was changed to Salem in 1834. Organization was surrendered in 1945.

Washington—Washington is a former plantation between Wilton, Carthage, Perkins and Temple. It comprises 2,253 acres on the northeastern slopes of Bald Mountain (Carthage-Perkins), with Wilson Stream and Route 156, Wilton to Weld, running through its northeast section. Townsend and Anderson Brooks drain its Bald Mountain slopes into Wilson Stream, with several brooks on the east bank of the stream draining the slopes of Kinneys Head and Crockett Mountain (Temple), descending steeply to the Wilson Stream Valley, which is narrow through this section. Washington was set off from Carthage in 1849.

Mount Abraham—Mount Abraham is a rugged wild land township (T4, R1) north of Salem and west of Kingfield. It contains the peaks of the Mount Abraham Range, highest of which is at 4,049, with a fire lookout tower. Farmer Mountain (3201) is in the southwest corner and at its western foot the abandoned roadbed of the Sandy River and Rangeley Lakes Railroad follows Perham Stream from East Madrid. Here was a terminal station called Barnjum, also reached by an old road from East Madrid. Lone Mountain (3280) is on the western boundary and Spalding Mountain (3988) on the northern. Caribou Pond at 2,727 feet, is in the northwest corner, reached by a tote road trail, along the Caribou Valley and South Branch streams of the Carrabassett River, from Bigelow, village in Crockertown, next north. On the eastern slopes of Mount Abraham and Spalding Mountain more than a dozen mountain brooks combine to form Rapid Stream and its Valley, draining into the West Branch of the Carrabassett River in Kingfield. Quick Stream drains the southeast side of Farmer Mountain and the southwest slopes of Mount Abraham into the West Branch in Salem.

Crockertown—Crockertown (T4, R2) is next north of Mount Abraham and east of Jerusalem. Route 27, Kingfield to Stratton, follows the Carrabassett River through the northeast corner of the wild land township. Here is the little village of Bigelow, a lumbering and camping center at the headwaters of the Carrabassett River system. South Branch and more than a dozen mountain brooks drain Caribou Valley on the southwest corner, between Sugarloaf Mountain (4237) in the south center and Crockertown Mountain (4168) to the west. A tote road from Bigelow follows the South Branch to Caribou Valley and Caribou Pond (Mount Abraham). Bog and swamp land east of Bigelow Village mark the start of the Carrabassett River Valley in the northeast corner. Stratton is the post office.

Wyman—Wyman (T4, R3) is a small land township next north of Crockertown on the northeastern edge of Franklin County, containing most of the Bigelow Mountain Range. Peaks of this range in Wyman, from west to east include Cranberry (3213) and The Horns (3350 and 3831). The highest peak of Mt. Bigelow is eastward in Dead River Plantation (Somerset County) next east, at 4,150 feet.

Route 27, Kingfield to Stratton, runs through the southwest corner of the township from Bigelow Village (Crockertown), with several camps and farmhouses along the way. Stratton Pond and Stratton Brook and Jones Pond lie on the southern slopes of the Bigelow Range in Wyman, draining northwestward to New Flagstaff Lake at Stratton.

Berlin Number 6—also known as No. 6 of Abbotts Purchase, this wild land township lies north of Weld and west of Phillips. A local road from Weld passes through its southwest corner through Byron Notch of the Jackson Mountain Range to Bryon Village, next west, in Oxford County on Route 17. Peaks of the Jackson Mountain Range, which dominate the township, run to 3,535 feet, including, on the south, Little Jackson Mountain (3434) and Tumbledown Mountain (3035). High in these mountains are Tumbledown Pond and

Jackson Pond. Blueberry Mountain (2942) in the southeast corner and Noon Mountain (2880) in the northeast are other prominent peaks of this heavily wooded, mountainous township. Crossman Stream, Jont Stream and South Branch flow northeastward down the mountain slope to the Sandy River system. Rand, Tumbledown and West Brooks drain southeastward to Lake Webb (Weld). Stockbridge Branch and East Branch flow southwestward to the Swift River in Byron.

LETTER D—this wild land township is on the west central edge of Franklin County, north of Byron (Oxford County) and south of Rangeley Plantation. Route 17, Byron to Oquossoc, passes through the northeastern edge of the township, giving access to several sporting camp locations on various ponds. The highway, black-topped and improved gravel, crosses the western side of Spruce Mountain (2420) on the northern boundary, known locally as the "Height of Land," where a parking overlook gives a panoramic view of Mooselookmeguntic and other lakes of the Rangeley Chain and an extensive view of mountains beyond. It is one of the most breath-taking views in the entire State. Brimstone Mountain (2365) on the eastern edge, Blue Mountain (3400) in the southwest and Bemis Mountain (3138) in the northwest corner are other heavily wooded elevations in the township. Spencer Pond and Beaver Pond on the eastern side drain into Berdeen Stream and Swift River, with Mountain Brook and West Branch in the south also parts of the Swift River system.

Over the "Height of Land," the "Four Ponds" in Letter E Township, next east, drain into Four Ponds Brook and Bemis Stream to the southeastern arm of Mooselookmeguntic Lake. Long Pond, largest of this group, has its outlet on the eastern boundary of Letter D.

LETTER E—Letter E wild township is next east of Letter D, south of Rangeley and Sandy River Plantations and north of Number 6 and Byron (Oxford County). Route 17 from Byron to Oquossoc passes through its southwest corner and most of Long Pond, Round Pond and Sabbath Day Pond are in its northwest corner, draining to Bemis Stream and Mooselookmeguntic Lake. Mott Stream, along Route 17, Welch Brook and the headwaters of Swift River at Swift River Pond drain the central and western slopes of the township, which rise to unnamed peaks at 2970 feet. Horn Hill (2570) forms a divide with the eastern section of the township, where Little Swift River Pond and Witham Pond drain eastward through Chandler Mill Stream to the Sandy River system near Small Falls in Madrid.

DAVIS—Davis (T3, R3) wild land township lies north of Rangeley Township on the northwestern edge of Franklin County. It contains most of Kennebago Lake, with two widely-known vacation and sporting camps, Kennebago Lake Camps and Grants Camps, and is the scene of considerable lumbering and pulpwood activity. A private toll road from Loon Lake leads to Kennebago Lake Camps at the head of the lake. Grants Camps, at the northwestern end of the 4.6-mile-long lake, is reached by boat from Kennebago Lake Village

Landing and by a private Brown Company road from Route 16 at the head of Cupsuptic Lake, following the abandoned Maine Central Railroad roadbed along the Kennebago River most of the way. This private road also gives access to Johns Pond on the western side of the township. Kamankeag Pond and Kamankeag Brook in the southwest corner drain into the Kennebago River in the northwest corner of Rangeley. Wood roads and trails lead along the western shore of Kennebago Lake, with spurs to Flatiron Pond and a series of unnamed peaks rising to 2,960 feet in the west central section. The Spotted Mountains (3326) rise in the southern part of the township, forming a divide between the Kennebago Lake streams and the Rangeley Lake streams on the southern slopes. Blackcat Mountain (2620) and Black Spur of the East Kennebago Mountains (Lang Plantation) rise on the northeastern boundary.

Stetsontown—Stetsontown (T3, R4) is a wild land township north of Davis on the northwestern edge of Franklin County, containing the outlet of Kennebago Lake into Kennebago River, which flows southward through Davis and Lower Cupsuptic (Oxford County) townships, into Rangeley Lake. Kennebago Village is the terminus of the old Maine Central Railroad roadbed, now a private road of the Brown Company, and giving private access to Grants Camps. Little Kennebago Lake, north of Kennebago Lake outlet, is on the Kennebago River system, which extends northward into Seven Ponds wild land township, next north.

Tributaries in Stetsontown to the Kennebago River include Otter, Sol, Wiggle, Bear and Norton Brooks. Slopes on the western side of the river are those of West Kennebago Mountain (Upper Cupsuptic, Oxford County), Bald Pate (2880), Sol Ridge (2500) and Sable Ridge (2615). Cow Ridge rises in the northeastern corner of the township to 3,645 feet. Norton, Black and Big Sag Brooks drain the eastern area of the township into Kennebago Lake.

Tim Pond—Tim Pond (T2, R4) is the wild land township next east of Stetsontown and next west of Eustis. It takes its name from Tim Pond in the center of the township, at 2,011 feet elevation. It is reached by woods roads from Eustis Ridge (Eustis), one of which follows Tim Brook and the other the south side of Eustis Ridge over the Lookout Hills (2181). A sporting camp is located on the pond and postal service is supplied from Stratton (Eustis Town). Tim Mountain (3031), south of the pond, is a northern spur of the East Kennebago Mountains. Black Mountain (3034), with Elephants Head (2840) and Sawyer Hill Ridge (2340), are north of the pond. Cherry Run and Lutton Brook drain the eastern slopes of East Kennebago and Tim Mountain to Dead River South Branch at Stratton, while Tim and Sawyer Brooks drain the northeastern valley to the Dead River at Eustis. Beaver Bog and Beaver Bog Brook drain Maple Hill (2340) on the western boundary toward Big Sag Brook and Kennebago Lake.

Seven Ponds—Seven Ponds (T3, R5) is on the northwestern edge of Franklin County, north of Stetsontown and southwest of Chain of Ponds. On Big Island Pond, on its northern boundary, are the sporting camps of the Megantic Fish and Game Corporation, reached over the Brown Company private road (Beaver Pond Tote Road) from Kennebago (Stetsontown) or over the Morrell Trail from Chain of Ponds. Nearly a score of lodges are clustered at Big Island at the head of the lake, which is the headwater of the Kennebago River at 2,147 feet elevation. L Pond, Secret Pond, Long Pond, Beaver Pond and Little Island Pond are a cluster of ponds set in pockets between the hills on the northern side of the township at the head of Kennebago River.

Back from the stream valley, which runs north-south, are Snow Mountain (3948) at the northeast corner; Onion Hill (3340) and Boil Mountain (3580) on the eastern boundary; and Cow Ridge (3406) in the southeast corner. One of the Boundary Mountains with Canada is on the northwest corner, with White Cap Mountain (3815) and other peaks of the Kennebago Divide on the western boundary. These so-called Boundary Mountains on Maine's northwestern border with Canada are part of the great Northeastern Divide, the ''highlands'' of the Webster-Ashburton Treaty, which separate the waters that flow into the Atlantic through Maine from those that flow into the St. Lawrence through Quebec. Bear Brook and Cowley Brook, on the southern side of the township, drain the mountain slopes into the Kennebago River.

Alder Stream—Alder Stream (T2, R5) is next east of Seven Ponds, marked by several mountain peaks and the Alder Stream system, which flows into the Dead River North Branch in Jim Pond Township, next east. Round Mountain Pond, with a sporting camp, is located in the center of the township, at the foot of several peaks of Round Mountain (3127). In the northwest corner is Snow Mountain (3948), with a fire lookout tower, while in the northeastern section are the southern slopes of Bag Pond Mountain (3144) in Chain of Ponds. Alder Stream and its South Branch drain a large bog area at the foot of the mountain slopes of adjoining townships to the south and west. Little Alder Stream drains Snow Mountain and Bag Pond Mountain southern slopes. Through the northeast corner runs Route 27, along the Dead River North Branch, from Eustis to the Canadian Border and Megantic, Quebec. Blanchard Pond and Spadagee Brook drain into the North Branch in its valley area in the northeast corner of the township.

Jim Pond—Jim Pond (T1, R5) is next east of Alder Stream and next north of Eustis Township. Route 27, Eustis to Megantic, runs through its southwestern section, in the valley of the Dead River North Branch. Sporting camps and lumbering activities are carried on, with woods roads leading into the Alder Stream Valley and Round Mountain Pond section and to Jim Pond and Little Jim Pond east of the river valley. Greenbush, Little Greenbush, Chase, Shallow, Viles and Little Viles, Tea and Little Tea, all are ponds draining into the Dead River system.

Greenbush Mountain (1843) and the Barnard Mountains (1889) on the south, and Antler Hill ((2675) and Farm Hill (2254) on the northeast, are the principal elevations.

Massachusetts Gore—(T3, R6) is an irregular-shaped wild land township at the northwestern edge of Franklin County, with the Canadian Boundary Mountain peaks as its western border. Grants Pond, on the southern boundary with Seven Ponds, drains southward into the Kennebago River System, thence to Rangeley Lake, the Androscoggin River and the Atlantic Ocean. North of this pond, across a half-mile stretch of bog land, South Boundary Pond, Little Northwest and Northwest Ponds drain northward through Massachusetts Bog and Stream into Arnold Pond (Coburn Gore) and the start of the Dead River System, which flows into the Kennebec. Several woods roads and trails lead south along the Massachusetts Bog Valley to the Kennebago River headwaters from Moosehorn Village and the U. S. Customs Station at the border on Route 27 (Coburn Gore).

Chain of Ponds—(T2, R6) is next east of Massachusetts Gore at Franklin County's northwest corner. Route 27 runs diagonally through the township from the southeast to the northwest corners, along the eastern shore of Chain Lakes, headwaters of the Dead River North Branch system. Mt. Pisgah (3380) is one of the boundary mountains on the northeast boundary, its southern slopes drained by Clear Brook, which system also drains the western slopes of Sisk Mountain (3220), on the eastern boundary.

The north central section of the township at the head of Chain Lakes opens into a wide valley between Indian Stream Mountain (2878) in the center and the Boundary Mountains. This valley is drained by Horseshoe Stream, Bear Brook, Halfmile Brook and Robinson Brook. The southern slopes of Indian Stream Mountain are drained by Indian Stream in a narrow valley between Indian Stream Mountain and Bag Pond Mountain (3144) in the southeast corner. Morrell Trail to Big Island Pond (Seven Ponds Twp.) and Arnold Pond Trail to Arnold Pond (Coburn Gore), are among the woods roads leading from the western shore of Chain Lakes to the western mountains and lakes. Chain Lakes Camps is a group of lodges on a peninsula of the western shore of long, narrow Chain Lakes.

Coburn Gore—(T2, R7) is an irregular shaped wild land township at the extreme northwestern tip of Franklin County, where Route 27 (The Arnold Trail) crosses the Maine-Quebec boundary line in the southwest corner. Moosehorn Village at this point is at the head of Arnold Pond and the location of a U. S. Customs Station. Megantic, Quebec, is a few miles to the west across the border. Massachusetts Bog Stream from Massachusetts Gore, next south, runs into Arnold Pond, which empties into Mud Pond and thence to Horseshoe Pond, Horseshoe Stream and Chain Lakes (Chain of Ponds Twp.). Crosby Pond and Upper and Lower Hathan Bog are among the waterways in the northern loops of the township also draining into Horseshoe Stream. Several peaks of the Boundary Mountains, including Louise Mountain (2470), at the northern tip, form the northern township boundary between Maine and Quebec.

Coburn Gore, with Moosehorn Village, is a lumbering, travel and sporting camps center, with a resident population of more than 100.

Merrill Strip—(T2, R7) is another irregularly-shaped wild land township next east of Coburn Gore at Franklin County's northwestern tip. The Boundary Mountain peaks form its western boundary with Quebec, ranging from 1,500 to 3,500 feet in elevation. Number One Brook drains the slopes of Merrill Mountain (3300) and Smart Mountain (3286) in the northwest section, while Hay Bog, West Branch and Number Six Brooks are the headwaters of the Moose River South Branch system, flowing northeasterly into Moose River system (Somerset County).

Kibby—(T1, R6) is a wild land township next east of Chain of Ponds in northernmost Franklin County and at the western border of Somerset County. Kibby Stream, with Middle Branch, East Branch and several lesser brooks, drains the eastward slope of unnamed mountains (3226) to Spectacle Pond and Spencer Stream (T4, R5) in Somerset County. East Branch is fed by Douglas Pond and Hurricane Pond, on the eastern side of the township. In the northeast corner, Spencer Pond drains into Spencer Stream West Branch to T5, R6 in Somerset County.

Township 1, Range 7—a wild land township next east of Merrill Strip and next north of Kibby, is drained northeastward by the Moose River South Branch system, which includes East Branch, Caribou Flow, Number Six Brook, West Branch, Hay Bog and Smart Brooks. A series of peaks and valleys ring the township. Mountains include King Mountain (2530), Peaked Mountain (2981), Kibby Mountain (3638) with a fire lookout tower, Caribou Mountain (3560), Smart Mountain (3252) and Moose Mountain (3090). Woods roads and tote roads run along the Moose River South Branch system to several lumbering camps south from Skinner, on the Canadian Pacific Railway in Lowelltown, next north.

Beattie—(T2, R8) is an irregular-shaped wild land township at the north central tip of Franklin County and on the border with Quebec. The Canadian Pacific Railway passes through gaps in the Boundary Mountains to Lowelltown Station in the southeast corner of the township, then proceeds east through Lowelltown Township along the Moose River Valley to Holeb (Somerset County). Draining the Boundary Mountain peaks, which range from Moose Hill (2913) to lesser peaks at 2,000 feet, are Number One Brook, Mill Brook, Mud Pond, Moose River, Boundary Pond and Boundary Brook, and Hogans Brook, all flowing eastward into Moose River Valley (Lowelltown). Woods roads and trails lead into these mountains and stream valleys from Skinner and Lowelltown Station.

Gorham Gore—(T1, R9) is another triangular-shaped wild land township at the extreme northern tip of Franklin County, next north of Lowelltown Twp. Boundary peaks ranging from 1,800 to 2,300 feet elevation form its northern border with Quebec, down which Little Gulf Stream, from Unknown Pond, West Branch Gulf Stream, West Branch and several other mountain streams flow southeastward to Moose River Valley. Woods roads and trails lead up these stream valleys from points along the Canadian Pacific Railway.

# HANCOCK COUNTY

IN THE eastern Coastal section of Maine, Hancock County is one of the State's most scenic regions, presenting a majestic peninsula and island area jutting out into the Atlantic, while extensive forests, lakes and streams stretch far into the upland region of the State to border on lower Penobscot and western Washington Counties.

From Bucksport and the Bagaduce Peninsula at Castine, to Gouldsboro Bay on the east, are scores of large, rocky forested peninsulas and islands, with mountains coming down to the water's edge. This coastal area is strewn with large bays, coves, harbors and inlets, capped by the wild grandeur of Mount Desert Island. Henry Van Dyke, the noted world traveler, declared Mount Desert "the most beautiful island in the world." Here is the only National Park, Acadia, on the Atlantic Coast and the highest mountain, Cadillac (1532) directly on the Atlantic north of Rio de Janeiro, Brazil.

Through rolling farmlands, hills, mountains, large lakes, streams and forests, the 1,542 square miles of Hancock County stretch into a comparatively roadless lumbering, hunting and fishing area, the northern limits of which are reached only by airplane or gravel "end of the road" routes from eastern Penobscot and western Washington Counties. The center of the County is traversed by one major road, west to east, Route 9, the so-called "Air Line Road" from Bangor to Calais.

From Penobscot Bay to Schoodic Point, the far-flung coastal region of islands, bays, beaches and bold headlands for nearly a century has drawn thousands of summer visitors from all parts of the world. On Mount Desert Island alone, eighteen beautiful mountains literally rise out of the sea, with twenty-six lakes and ponds in the valleys between. On all sides, evergreen forests stretch to the water's edge, or to the sheer cliffs where the ofttimes wild surf flings ocean spray ceaselessly into the air. In the center of Mount Desert Island is deep Somes Sound, almost bisecting the island and forming the only natural fjord on the entire Atlantic Coast of North America.

Twenty-two square miles of Mount Desert Island and a section of Schoodic Point, next east across the mouth of Frenchman's Bay, comprise Acadia National Park, the first National Park east of the Mississippi and the only one on the Atlantic Coast. Land and sea, woodland, lake and mountain, all are represented here in remarkable concentration. It is the home of land and water birds of many species. Deer and beaver are numerous and much in evidence.

Motor roads of great scenic opportunity traverse Acadia National Park and surrounding areas and connect with Bar Harbor on the north and Seal Harbor, Northeast Harbor and Southwest Harbor on the southern shore. Rising from the Bar Harbor Road, a marvel of highway engineering winds a hard-surfaced road to the summit of Cadillac Mountain (1528), where a parking overlook and picnic ground commands a breath-taking view of the surrounding island, ocean and countryside. This road was built, as were many carriage roads on the island, by the John D. Rockefellers, senior and junior, and then given over for public use and enjoyment. The Rockefeller family, which has a summer home at Seal Harbor, has contributed many community benefactions to the area. Outside of the National Park area, at Bar Harbor and other communities on the island, such as Seal Harbor, Northeast Harbor, Southwest Harbor, Somesville, Manset, Seawall, McKinley, Tremont, Bernard, West Tremont, Seal Cove, Center and Pretty Marsh are year-round residences, fisheries, small businesses and accommodations ranging from expensive summer hotels to rooming houses, cottages and restaurants.

(Ballard Photo)

*Jordan Pond, Mount Desert Island, with "The Bubbles" and Pemetic Mountain in the Background*

Schoodic Point, a part of Acadia National Park, although across the entrance of Frenchman's Bay from Mount Desert, juts further out into the Atlantic than any other point of rock on the coast of Maine. From it a magnificent rock headland rises more than 400 feet, commanding an unbroken view eastward to the Bay of Fundy and westward to the Mount Desert Island mountains. Schoodic Point is reached from the resort and fishing towns of Winter Harbor, Birch Harbor and Prospect Harbor, on a scenic state and park road, Route 186, that follows the shoreline.

Ellsworth, on U. S. Route One, is the county seat and trading center for most of the county, as well as the railroad terminus for Bar Harbor and the region's resort areas. It is the largest city in land area in the entire State. From Ellsworth, major highway routes lead to all sections of the county. It is a commercial center of gracious old homes and modern business buildings, many of the latter built after a fire in 1933 wiped out most of the Main Street section. Union River flows through the center of the city and above the bridge a 60-foot falls is visible.

From Ellsworth, Route 172 leads through the picturesque village of Surry to beautiful Blue Hill, home of the famous Rowantrees Pottery and birthplace of Mary Ellen Chase; thence to Blue Hill Falls, with its Indian shell heaps, to Brooklin, Naskeag, Sedgwick and Sargentville to Deer Isle and Stonington, on the county's second largest island. This route, 172-175-176, loops around one of the most beautiful and interesting jagged peninsulas on the Maine coast, with views of Blue Hill Bay and Eggemoggin Reach. This is an unspoiled summer resort area, with many fine summer estates and cottages. Deer Isle and Stonington are special favorites of summer residents because of their primitive beauty and scenic charms, as also are Swans Island and Long Island, in Blue Hill Bay.

Along Eggemoggin Reach, on the Penobscot Bay side of the massive peninsula, are Herricks, Cape Rosier, Brooksville, Harborside and Castine, all pretty, quiet villages with attractive homes and noted as summer resort centers. From elevations in this area are marvelous views westward across Penobscot Bay, especially at sunset. The Brooksvilles, South, West and North, are picturesque in their rural simplicity and popular with discriminating summer visitors. From the road along Caterpillar Hill, Route 176, is a striking panoramic view of the entire Penobscot Bay area.

Castine is rich with historic and romantic associations through the Indian, French and Revolutionary Wars. Many of its old houses with famous doorways date back as far as 1756. It is the site of the Maine Maritime Academy in the buildings of the former Castine Normal School. Penobscot, North Castine and Orland are attractive villages of historic interest attracting many summer visitors annually. At East Orland on Alamoosook Lake is a Federal Fish Hatchery for the propagation of salmon and trout, with which the lakes of Hancock County abound. Bucksport, on the east bank of the Penobscot River and the eastern end of the Waldo-Hancock Bridge system, is the site of the Maine Seaboard Paper Company, one of the most modern newsprint plants in the world. Dedham, Otis and Lucerne-in-Maine on Phillips Lake are on Route One from Bangor to Ellsworth, which here traverses a lake and stream territory, including Branch and Green Lakes, popular for both fishing and boating.

East from Ellsworth are Trenton, Lamoine, Hancock, Sullivan and Sorrento and Gouldsboro, all along Route One and shore roads and fishing, resort and business centers. North of Ellsworth, Routes 179, 180 and 181 lead to an extensive inland lake region, including large Graham Lake. Route 182 leaves Route One east of Ellsworth to touch West Franklin, Franklin, and the northern end of Tunk Lake on the inland route to Cherryfield on the Narraguagus River in western Washington County. Webb Pond, Molasses Pond, Donnell Pond, Spectacle Pond and many lesser ponds and streams interlace this area, where sportsmen find fishing and hunting at its best. The Nicatous Lake chain and several of the Sysladobsis Lake chain in the northern section of the county are reached from Enfield and Springfield in Penobscot County by dead-end gravel woods roads. Amherst and Aurora, on Route 9, the "Air Line Road," are the last village areas on this route west-east through the center of the County and are favorite route stops for hunters and fishermen. Lumbering operations also tap this wilderness area.

Hancock County was set off from Lincoln and incorporated the fourth county in 1789, named for the Massachusetts Governor. Portions were taken in 1816 to form Penobscot County and in 1827 to form Waldo County. It is eighth county in area in the State and contains one city, Ellsworth, 33 towns and three organized plantations. Its 1950 population was 34,476, a gain of 6.3 per cent over 1940.

### Scenic Routes

COASTAL: Route One-A, Buckport, Orland, East Orland, Ellsworth. Route One (from Bangor), Lucerne, Ellsworth Falls, Ellsworth, Hancock, West Sullivan, Sullivan, West Gouldsboro, Gouldsboro to Washington County. Route 175, Orland to Route 199, Penobscot, South Penobscot, North Brooksville, South Brooksville, Sargentville, Sedgewick, Brooklin, Blue Hill. Route 172, Ellsworth, Surry, Blue Hill, Sedgewick, Sargentville, Deer Isle, Stonington. Route 166, from Route 175 over 166A and 199 to Castine. Route 176, from Brooksville or North Brooksville to Harborside and Cape Rosier. Route 15, Blue Hill to Orland and Bucksport. Route 3, Ellsworth to Trenton, Hulls Cove, Bar Harbor, Seal Harbor and Northeast Harbor. Route 102 (Mount Desert Island) from Route 3 to Somesville, Southwest Harbor, Tremont and Seal Cove. Route 198, Somesville to Northeast Harbor, with Sargent Drive offshoot along Somes Sound. Route 184, from Route One, Ellsworth, to East Lamoine and Lamoine Beach. Route 204, from Route 3, Trenton to Marlboro. Peninsula Road from Route One, Hancock, to Hancock Point. Route 185, from Route One, Sullivan to Sorrento. Route 186, from Route One, West Gouldsboro, to Winter Harbor, Schoodic Point, Corea, Prospect Harbor and Gouldsboro (Route One).

INLAND: Route 15, river road, Buckport to Brewer and Bangor. Route 180, to Mariaville. Route 181, Mariaville to Amherst (Route 9). Route 179, Ellsworth to Waltham, Osborne and Aurora (Route 9). Route 182, from Route One, North Hancock, to Egypt, West Franklin, and Franklin to Cherryfield in Washington County. Route 183, from Route One, Sullivan, to Tunk Lake. Route 200, from West Franklin to Eastbrook and Waltham. Route 9, "Airline Road", from Brewer to Amherst, Aurora and Beddington (Washington County).

LARGE OUTER ISLANDS: Swans Island, off Blue Hill Bay; Cranberry Isles, off Southwest Harbor and Seal Harbor; Long Island, off Swans Island; Schoodic Island, off Schoodic Point.

Prominent mountains: Blue Hill (940), Blue Hill; Cadillac (1532) Flying Squadron (1268), Champlain (1060), West Peak (1073), Sargent, (1373), Penobscot (1194), Bernard (1071) and eleven other lesser peaks, all on Mount Desert Island; Schoodic Head (430), Winter Harbor. Inland mountains: Bald Bluff (1011), Amherst; Spruce (885), Aurora; Bald (1261), Peaked (1104), and Big Hill (1090), Dedham; Great (1037), Orland; Duck (1169), Township 4; Schoodic (1069), Township 9; Black (1049), Caribou (954), and Tunk (1157), all in Township 10; Lead (1475), Township 28; Springy Brook (1080), Township 32; Sabao (1087), Township 41.

Prominent lakes and ponds: Toddy Pond, Upper and Lower Patten Ponds, Surry; Forbes Pond, Gouldsboro; Great Pond and Georges Pond, Franklin; Long Pond, Echo Lake, Jordan Pond and Eagle Lake, Mount Desert Island; Williams Pond, Jacob Buck Pond and Long Pond, Bucksport; Phillips Lake, Green Lake and Mountain Pond, Dedham; Webb Pond, Abrams Pond, Scammond Pond and Molasses Pond, Eastbrook; Branch Lake and Green Lake, Ellsworth; Tunk Lake, Upper Pond and West Bay Pond, Gouldsboro; Spectacle Pond, Osborn; Beech Hill Pond and Floods Pond, Otis; Webb Pond, Waltham; Lower Pistol Lake and Spring Lake, Township 3; Duck Lake, Upper and Middle Chain Lakes and Unknown Lakes, Township 4; Donnell Pond, Township 9; Tunk Lake and Spring River Lake, Township 10; Rocky Pond, Township 22; Upper Lead Mountain Pond, Township 28; Alligator Lake and Allen Ponds, Township 34; Sabao Lakes, Township 35; Brandy Pond, Township 39; Nicatous Lake, and West Lake, Townships 40-41-43; Machias Lake and Gassabias Lake, Township 41; Great Pond, Plantation No. 33; Graham Lake, Ellsworth-Mariaville-Waltham; Alamoosook Lake and Toddy Pond, Orland.

## Recreation

Swimming: Various local beaches and waterfront facilities, as well as lakes and ponds.

Deep sea fishing: All coastal points and harbors; fly fishing for mackerel, pollock and cunners, local facilities; tuna fishing from major harbors, local arrangements and charters.

Fresh water fishing: Most lakes, ponds and streams (cf. official annual Inland Fisheries and Game booklet).

Canoeing: Lakes, rivers and bays.

Sailing and yachting: All coastal waters and harbors. Yacht clubs at Bar Harbor, Blue Hill, Northeast Harbor, Seal Harbor, Southwest Harbor and South Surry.

Golf: Bar Harbor, Kebo Valley Country Club (18-70); Bluehill, Bluehill Country Club (9-30); Castine, Castine Golf Club (9-35); Deer Isle, Island Country Club (9-36); Lucerne-In-Maine, Golf Course (9-36); Northeast Harbor, Northeast Harbor Golf Club (18-70); Sorrento, Blink Bonnie Golf Links (9-36); Southwest Harbor, Southwest Harbor Golf Club (9-27); Winter Harbor, Grindstone Inn Golf Course (9-37).

Tennis: Various hotels, resorts and country clubs.

Hiking and mountain climbing: Local trails and roads throughout County. Popular trips include, on Mount Desert Island, Acadia National Park, 150 miles of trails and footpaths, as well as all other peaks and hills. Schoodic Mountain, Township 9, from East Franklin, trail 3.25 miles; ascent 1.5 hours; altitude 1069; fire lookout tower. Black Mountain, Township 10, from Little Tunk Lake, trail to altitude 1049. Schoodic Head (430), Schoodic Point.

Fish hatcheries: Federal, Alamoosook Lake, East Orland. State, Tunk Lake, Township 10, Route 182.

Race tracks: Blue Hill Fair Grounds.

Summer theaters: Bar Harbor and Surry.

Public Parks, camping and picnic grounds: Acadia National Park, 16,522 acres on Mount Desert Island and Schoodic Point; nature guide service, museum, camping, trailers, swimming, hiking, boating, horseback riding. Maine Forestry Service Camp Sites: Aurora, Bog Dam, "Airline Road", Route 9, trailers. Township 3, Route 188, Grand Falls, Passadumkeag River, trailers, swimming, canoeing. Township 10, Tunk Lake Fish Hatchery, Route 182, trailers, swimming, canoeing. Township 34, Bracey Pond, CCC road north from Beddington (Washington County), trailers, swimming.

### City

Ellsworth—the largest city in area in Maine (59,635 acres, or 93.18 sq. mi.), Ellsworth is the county seat of Hancock, located in the center of the county on Union River and at the head of Union River Bay. With nearly 4,000 population, it is an important highway and railroad center and a focal point for banking, commerce, trade and industry for most of the County. Once the second largest lumber shipping port in the world, its industries today include canning, lumber finishing, cheese and butter making, boat building, contracting, wood turning, bottling, quick freezing, monument cutting and printing.

More than 100 wholesale, retail, service, trade and professional firms service an extensive area on the east central Maine coast from Ellsworth, including the growing populations of Maine's largest islands. Two banks, the Liberty National Bank in Ellsworth and the Union Trust Company of Ellsworth, serve financial needs. The Hancock House is the largest of four hotels, supplemented by more than a score of tourist homes, inns and roadside cabin establishments. As the hub of a highway system extending to all but the northeastern corner of the County, Ellsworth also is an automotive and fuel distribution center.

Its business district is composed mostly of modern structures built after much of the Main Street section was destroyed by fire in 1933. Its City Hall, built during the reconstruction period, is a pleasing red brick and white stone-trimmed structure, of Scandinavian architectural lines. Residential areas of the city comprise a pleasant combination of fine old mansions, mostly painted white, and modern New England homes, set along elm and maple shaded streets. Historic buildings include the Congregational Church (1802), the Public Library (15,000 volumes), formerly the Tisdale House (1820) and the Black Mansion (circa 1802).

The Black Mansion was built by Colonel John Black, who was a land agent for William Bingham, holder of large land areas east of the Penobscot River. Originally a two-story brick house of modified Georgian design, its one-story wings were added later. Its five Ionic columns and ornate trimmings immediately made it one of the most impressive buildings in the sparsely-settled area of Maine east of Penobscot Bay. It was donated to the County in 1928 as an historic shrine and contains priceless Colonial antiques and furnishings, many of them belonging to the Black family, including rare books, dishes and glassware. It is open to the public from June through October each year and weekly summer teas are held in the graceful gardens.

*Wood Items Turned by the K. O. Frederic Company of Ellsworth*

Five churches, a high school, the Hancock County Law Library (5,500 volumes), the weekly *Ellsworth American* and a score of civic, cultural and service organizations attest to Ellsworth's progressive spirit in its historic and scenic setting.

As the railroad terminus to Mount Desert Island and the former Mount Desert Ferry point (Town of Hancock), Ellsworth early became a focal business point in the development of the Hancock County coastal area, especially for recreational purposes. The progress of highway transportation has intensified this factor and today it is the hub of major highway lines connecting eastern and western Maine. U. S. Route One from Bangor runs through Ellsworth to points along the Eastern Maine Coast. Routes One-A and 3 enter it from Bucksport and Belfast; Route 172 runs to Surry, Blue Hill, Deer Isle and Stonington; Route 230 runs along the Trenton Peninsula and the east side of Union River Bay; Route 3 is the main highway to Bar Harbor and Mount Desert Island; Route 184 runs to the Lamoine Peninsula points; and Routes 179 and 180 lead from Ellsworth Falls, a village section north of the city proper, along both sides of Graham Lake, the southern end of which juts into the city land limits.

Graham Lake, more than three miles long, was formed by construction of a dam across the Union River, which flooded an extensive area of swamp land north of Ellsworth Falls and extending into Mariaville and Waltham. The flowage area flooded quickly as the result of heavy autumn rains and before clearing of tall trees could be completed from the area to be flooded. During the following winter the new lake froze solid at a level about 15 feet up from the base of the trees, presenting the unusual appearance of a forest of treetops sticking up from the ice. The Bangor Hydro-Electric Company gave free permission to anyone to cut off these treetops and, since these were depression times, many came from as far away as Bangor to cut off the trees for firewood and some lumber.

The remaining bases of the trees, 15 and more feet long, pulled out with succeeding spring thaws and winter freeze-ups, creating tremendous masses of dri-ki which today present an ugly appearance on both sides of the lake, especially at the southern end. Strong prevailing winds will, at times, blow these masses of dri-ki from one side of the lake to the other. During periods of low water, when the lake level is down, long stretches of tangled dri-ki make access to the lake from various shore points almost impossible. A State law, passed since Graham Lake was formed, requires hydro-electric developers to remove all standing timber from new flowage areas to prevent a recurrence of this condition.

Other large lakes within Ellsworth boundaries are Branch Lake, which flows through Branch Lake Stream into the Union River north of the city proper, and the lower end of Green Lake (also in Dedham) which flows into Graham Lake through Reeds Brook. Wormwood Pond and parts of little Duck Pond and Little Rocky Pond, all tributary to Green Lake, are on Ellsworth's northern boundary. Parts of Upper and Lower Patten Ponds are on Ellsworth's southwestern boundary with Surry. Draining the eastern slopes of the Union River Valley into Graham Lake and the river are Little Meadow, Shackford, Moore and Card Brooks and several lesser streams from the hillsides.

On the western side of the city area are Sawpit Brook, tributary to Patten Stream (Surry); Deadman Brook, tributary to Branch Lake Stream; Gilpatrick Brook, from small Bog Pond to the Union River at Ellsworth Falls; Greys Brook, entering the Union River south of Brimmer Bridge (Route 180); and Boggy Brook, tributary to Green Lake. Cow Island and Black Island are the most prominent of several islands in Green Lake, with Scotts Neck, a peninsula point, and Fish Island in its Northeast Cove section. Beach Hill (300) forms a large peninsula jutting into the middle of Graham Lake, and is partly in Mariaville.

Watts Hill (420) and Dollard Hill (500), both on the western side of the city and on Routes One-A and 3, are typical of the city's rolling terrain, which slopes down to the Union River on both sides.

Ellsworth was settled in 1763 by Benjamin Milliken and one of its early designations was New Bowdoin, for Governor Bowdoin of Massachusetts. It was incorporated the 124th town in 1800 and named for Oliver Ellsworth, a delegate to the Constitutional Convention. It became the shire town in 1838 and was incorporated the fourteenth city in 1869. It adopted a city manager-council form of government in 1934.

## Towns

Amherst—on the western boundary of Hancock County with Penobscot County (Town of Clifton), Amherst is a lumbering, agricultural and sporting camp township of about 150 population. Its southern section is crossed by Route 9, the "Airline Road" from Bangor to Calais and at its village center is a junction of Route 9 and Route 181, from Ellsworth and Mariaville. Several other local roads lead off from the main highway near the village center to farm and lumbering areas along the West Branch of Union River, which flows north-south through the eastern section of the township.

Swamp lands and watercourses mark the southeastern and northwestern corners of the township, in the center of which rises nearly a score of heavily-wooded hills and mountains, interspersed with numerous ponds and brooks. Among higher elevations are Bald Bluff Mountain (1011) and Trout Pond Mountain (820), on the northern limits; Fletcher Bluff (840), Saddleback Mountain (600) and Peaked Mountain (1140), on the western side; Bald Mountain (720) in the center of the township; and Jellison Hill (940), in the southwest.

Prominent ponds include Jellison Hill and Little Jellison Hill, Debec, Halfmile, Partridge, Ducktail, Snowshoe, Grassy, Trout, Spring Brook and Dutton Ponds. Brooks tributary to the West Branch of Union River include Half Mile Pond, Bald Mountain, Indian Camp, Spring, Dutton Pond, Camp and Chick Brooks. In the northwest corner, boglands and brooks drain into Great Works Stream, which runs westerly to the Penobscot River.

Amherst once had a large tannery, grist mill and several saw mills. It was settled in 1805 and set off from Mariaville and incorporated in 1831 as the 290th town. Its 1950 population is less than half its total of 1850, but recent years have seen increasing traffic over an improvement of Route 9 and it is gaining popularity as a hunting and fishing section, leading to the building of a number of new homes, camps and service establishments.

Aurora—Aurora is next east of Amherst, also on Route 9 and a terminal of Route 179, from Ellsworth Falls and Waltham. Its village center is only about two miles from Amherst Village. A mile to the east, on Route 9, a road branches northeast to the fishing and hunting resort section of Great Pond (Plantation No. 33). Just beyond this junction point, Route 9 turns southeast to traverse a two and one-half mile long "horseback" ridge known as "The Whales Back." This is an alluvial ridge from 250 to 320 feet high, with swamplands on either side. From the road along the narrow ridge, the motorist's view takes in many miles of wilderness in all directions and on clear days Mt. Katahdin, 80 miles to the northwest, may be seen.

Route 9 from Amherst enters Aurora Township limits in a pass between Dunker Hill (500), on the south, and Silsby Hill (600) on the north. Striking northeastward from Silsby Hill are a series of hill peaks, which include Carter Bluff (580), Spruce Mountain (885) and Roberts Bluff (840). The road to Great Pond passes between these hills. The lower end of Long Pond, in the Great Pond chain, extends southward into Aurora and the outlet of Great Pond, the West Branch of Union River, passes through the northwest corner in a flat section known as Silsby Plain. On the eastern side of the township are Halfmile, Upper Middle Branch and Lower Middle Branch Ponds, all on the Union River Middle Branch system, which flows southwesterly through the township. Also tributary to the Middle Branch system are Giles Pond and Harper Meadow, Camp, Giles Pond, Sam Nye, Archer, Browns, Leighton and Sevenmiles Brooks. Warm Brook drains Spruce Mountain and Silsby Plain into Union River West Branch.

Aurora also is popular with hunters and fishermen, its resident population of less than 100 being engaged mostly in farming and lumbering. It was settled in 1805 and incorporated in 1831 as Hampton, the 289th town. Its name was changed to Aurora in 1833.

Bar Harbor—Bar Harbor township's 27,533 acres cover the northern and eastern sides of Mount Desert Island and contain approximately one-third of the Mount Desert Island acreage of Acadia National Park, together with its headquarters. (Five towns — Bar Harbor, Mount Desert, Southwest Harbor, Tremont and Cranberry Isles—comprise the Mount Desert Island area.)

Bar Harbor early became the principal village area of Mount Desert Island. The fairly flat terrain of the village proper, on a blunt peninsula on the northeast corner of the island, made it suitable for residential and commercial building development, which took place gradually back from the original landings and wharfs. Early roads led along the shore to the north and south and struck inland through passes in the hills to the central and western sections of the island. Deep water berths also made it easily accessible for steamboat and ferry traffic, the latter connecting with the Maine Central Railroad terminus at Mount Desert Ferry (McNeil Point, Town of Hancock).

Coastal fishing, boat building and farming were its first general occupations, but by 1855 it had begun to attract "vacationers" to its healthful climate and oceanside mountain scenery. In 1868 regular steamship service from Boston was inaugurated and in 1888 a scenic railway was built from Eagle Lake, a few miles west of the village, to the top of Cadillac Mountain (1532), the highest summit directly on the Atlantic coast north of Rio de Janiero. Bar Harbor's fame as a health and vacation resort grew steadily and its resident population has quadrupled during the past century to 3,819 at the present time.

Wealthy and famous American families established summer estates on the island and were instrumental in obtaining lands to be set aside as park areas. By 1941 some 5,000 acres was offered to the United States Government for a National Park and two years later this was formally accepted and proclaimed by President Wilson as the Sieur de Monts National Monument. In 1919 an Act of Congress created Lafayette National Park, the first east of the Mississippi.

***Bar Harbor Main Street, Town Totally Unaffected by the October, 1947, Fire***

Ten years later the name was changed to Acadia National Park and the Schoodic Peninsula (Winter Harbor) area was added. Subsequent donations and acquisitions added areas in Mount Desert Town, Southwest Harbor and Tremont and on Isle au Haut (Knox County), until today the entire Acadia National Park area totals 27,860 acres.

With the advent of automobiles and improved highways, especially during the past quarter century, the fame of Mount Desert Island's scenic beauty has increased prodigiously and all towns in the area have witnessed a steady growth in permanent population and business activity. Bar Harbor also has progressed and expanded as the center of commercial and social activities and has a substantial business section, with constantly expanding residential areas.

Nearly 200 retail, service and professional establishments are located in the town, together with a new 100-guest hotel to replace three hotels lost in the 1947 fire and several scores of tourist inns, motels and cabin colonies. Two banks, the Bar Harbor Banking and Trust Company and the First National Bank of Bar Harbor, serve financial needs and a canning plant and toy-making firm are among the town's several small industries. Seven churches, a high school and the Jesup Memorial Library of 16,000 volumes are among religious and cultural features. A notable summer theater, the weekly *Bar Harbor Times* and an active Chamber of Commerce also add to the town's community spirit and activity, which is stepped up considerably from May to November, during which period the population swells to an estimated 15,000.

### The Jackson Memorial Laboratory

Bar Harbor's most notable "industry," in addition to its tourist and National Park attractions, is the Roscoe B. Jackson Memorial Laboratory headed by Dr. Clarence Cook Little, noted scientist and former president of the University of Maine. This was founded in 1929 in memory of Mr. Jackson, who had been president of the Hudson Motor Company, by Mrs. Jackson, her brother and their cousin. From its beginning under Dr. Little as a small biological laboratory, the institution today owns some 200 acres of land and seventeen buildings in the Town of Bar Harbor. It has no endowment. Its research is supported by grants in aid, by donations and by sale of surplus controlled-breeding animals from its unique strains for research at other institutions throughout the country. Its annual operating budget is approximately $500,000 and its payroll includes some 100 year-round employees.

Present objective of the Laboratory is to use knowledge and control of heredity to study the origin and nature of cancer and the part which heredity plays in determining the degree of intelligence and emotional type of individuals. Its present animal colonies consist of some 100,000 mice, 1,000 rabbits, 150 dogs and a number of cats, rats, guinea pigs, hamsters and goats. The Jackson Laboratory was the first and still is the largest source of such "standard" animal experimental material in the world. Its staff of some 20 members and 85 scientific and other assistants has contributed many published results of experiments that have served as guides and beacons for research elsewhere throughout the world.

Major accomplishments of the Jackson Laboratory include:

(1) It has shown that the causes of cancer differ with the type and site of the cancer. In other words, cancer is not a single disease.

(2) It has shown that the tendency to form or not to form different types of cancer can be established and maintained in the various inbred strains which have been produced.

(3) It has shown that, in mice, the formation of breast cancer is chiefly influenced by some agent or substance transmitted by the mother in her milk to her daughters.

(4) It has shown that the balance between hormones, which are the secretions of certain glands in the normal body, is the controlling factor in the formation or development of some types of cancer in mice.

The Jackson Laboratory has supplied hundreds of thousands of its unique strains of mice to laboratories of medical research throughout the world. With these mice, men and women scientists are experimenting not only on cancer, but on influenza, polio, pneumonia, yellow fever, rabies and many other diseases. The Jackson Laboratory mice are the "right hand" of the work in the experimental attack on many problems of the fight against disease throughout the world.

Until the October, 1947, fire disaster (see below), which destroyed its most important buildings, the Jackson Laboratory had been working on its research and educational program slowly and steadily, limited by lack of resources. In a strange, almost miraculous way, the fire made over in a few brief hours the whole material situation that had been the well-defined framework on which the Laboratory was trying to weave the pattern and fabric of its future. The 150 laboratories, which had been using an annual total of more than 300,000 mice supplied by the Jackson Laboratory, suddenly faced the fact that the supply had been destroyed and the experiments dependent upon it must stop until it was renewed.

One by one, nuclei of all the basic stocks in use elsewhere were recovered. Generous offers of these animals were made from other institutions where they had been received for experimental use. Extra effort and extra hours were used to meet these offers. Information revealing increased future need of this animal material was obtained. Estimates of probable demands were made and today the number of breeding animals is larger than ever before, with plans now in operation to maintain a colony which should produce close to 1,000,000 mice a year. Of these, 600,000 are destined for distribution and 400,000 for the research of the Jackson Laboratory itself. In addition, a number of strains not previously available for distribution were provided by other laboratories and now are under mass production for use at the Jackson Laboratory and elsewhere as needed or desired.

The research library, with all its reference books and a collection of some 35,000 reprints of scientific articles, was completely destroyed. Yet, before 24 hours after the fire, the first of more than 600 individuals and institutions had offered and were sending replacement material. When the rebuilding of the library began, the National Ladies Auxiliary to the Veterans of Foreign Wars undertook its equipment and the establishment of a fund for purchase of the essential journals and books on which research depends. The Auxiliary had already, by solicitation of its own members for its Cancer Research Fund, provided $60,000 to rebuild completely the destroyed summer research buildings in which 32 medical students can be fed, housed and trained in research methods for ten weeks each summer.

Jackson Laboratory also is planning a summer center to which brilliant secondary school students may obtain scholarships, in cooperation with Science Service in Washington. Of the 300,000 American boys and girls enrolled in science clubs in American high schools, almost half are vitally interested in biological science or medicine. The plan is to select, by competition, 50 to 100 of the brightest of these each summer for work at the Jackson Laboratory.

This is an effort, completely of a pioneer nature, to discover creative research talent in these fields at an earlier age by far than ever before. Pilot experiments, according to Dr. Little, have shown that such 'teen-agers are ready for the challenge and that they meet it splendidly and successfully. Land has been made available by generous donors for this and other purposes.

The main laboratory now is twice the size of the building destroyed in 1947. Main contributor to this construction was the Federal Government, through its National Cancer Institute of the United States Public Health Service. The original founders of the laboratory and their family also have given generously, as have the Rockefeller Foundation and hundreds of other funds and individuals throughout the country.

Dr. Little has repeatedly stated that the Jackson Laboratory is a national institution, for it is founded on and contributes to principles and qualities having universal value and application. These include the use and defense of the right to employ pioneer exploratory methods in research. Such methods depend upon creative ideas of individuals working under freedom and security of opportunity. Dr. Little has stated that "in such work, Maine, both by its simple, natural beauty, its ruggedness and the quality of its people, who help as general assistants and in actual research, is an ideal setting. Most creative effort of man's mind and spirit seeks quiet and isolation for its birth and growth. Maine possesses these opportunities which mark it as perhaps the most privileged of all the forty-eight sister states under our Flag."

The main laboratory and "Aldersea," a center for visiting summer scientists, are located just outside the town proper, on the road to Otter Creek and Sea Harbor. In 1940-41, Mr. and Mrs. William Peirson Hamilton donated the land and buildings of a large farm at Salisbury Cove. This is known as Hamilton Station. Here are carried on behavior and psychology studies on dogs, mice and goats. Here, also, are kept the rabbit and cat colonies for various types of biological research. The Kerin Farm, acquired by purchase in 1948, is located near the Hamilton Station. It is used for research and for the raising of food for the experimental animals. Visitors are welcome at any of the laboratory units Mondays to Fridays in the afternoon.

### Acadia National Park

Acadia National Park Headquarters is on the southwest side of Bar Harbor town proper, at Maine Street and Park Road, and is the control center for the vast scenic, botanic and wildlife sanctuary which covers most of the island. Most extensively developed sections of the park are on the eastern lobe of the island, in the township limits of Bar Harbor and Mount Desert. Sections in Southwest Harbor, Tremont and western Mount Desert are mostly Recreational Demonstration Areas, in the process of increasing development.

Most spectacular feature of the Park on the Bar Harbor side is the summit of Cadillac Mountain (1532), reached by a wide, smooth packed-surface road with grade never exceeding seven per cent.

Winding up along the western side of the mountain, frequent parking overlooks look down on Eagle Lake and majestic panoramas to the west, south and north. At the plateau-like summit, with extensive parking and picnicking areas, is the most magnificent view in Maine, with a full circle sweep around the horizon. Depending on the clearness of the day one may look to the eastern limits of Maine on the Bay of Fundy; to Mt. Katahdin, 110 miles to the north; to the west, over Penobscot Bay to the Camden Hills and Central Maine; to the south, over Maine's outlying islands to the Atlantic Ocean horizon. Spread immediately below are the shores and nearby islands of Mount Desert, Bar Harbor town and the islands of Frenchman's Bay, Schoodic Peninsula across the bay, the Cranberry Isles, Southwest Harbor and the entire perimeter of Mount Desert Island.

The 18 mountains of Mount Desert Island have 26 lakes and ponds in the valleys between. These mountains are part of an ancient coastal uplift, worn by time and ice erosion and forming the largest rock-built island on the Atlantic Coast. When Samuel de Champlain noted them for posterity in his voyage of 1604, they appeared to him to be mostly bare rock, from which he gave the island its name: "L'Isle des Monts deserts." In the nearly 350 years that have followed, the forests in the low valleys have crept, seedling after struggling seedling, outward to the rock shores and upward on the mountainsides, until they have reached a state of scenic and botanic perfection, discovered by the first summer visitors. Here the flora of the Northern and Temperate Zones meet and overlap and land climate meets sea climate, each tempering the other. Plans of the park management are that this growth will, in time, represent completely, as in a wild botanic garden, the entire Acadian region. Wildflowers are abundant from early spring, when the trailing arbutus and mayflower put forth their blossoms, until witch-hazel blooms in the fall, scattering its seeds as it flowers.

In trees and forest growth, Mount Desert Island represents the wide territory comprised in eastern and northern Maine, the Maritime Provinces, Labrador and Newfoundland. The forest of this region, best described by scientists as the Acadian Forest, since it is in the old Acadian region that it finds its best expression, is the boreal extension of the ancient Appalachian forest of mingled coniferous and hardwood trees, ranging northward along the mountain folds from Tennessee and Georgia.

The land mass of Mount Desert Island was battered by geologic forces for many millions of years. From this conflict between the agencies of land building and land destruction the present landscape evolved. Nearly every turn shows land forms made in geologically recent times, the most notable being the great sea cliffs. These were produced by the ocean waves cutting and undermining, like a huge saw, the rocks which tower above their reach.

The noisy waves touch only the coast line, but the silent forces of rock disintegration also have been active. The summit of Cadillac Mountain, now slowly crumbling away, still possesses in sheltered spots the smooth, polished surfaces which were produced by the great ice sheet as it moved over the rock. The combined attacks of frost, expansion and contraction by temperature changes, chemical disintegration, prying by plant roots, and even the solvent power of rain water, little by little have broken down the solid granite. Chemical rock decay, due to the ever present mosses and lichens, also has been at work. Down the mountain slopes loosened blocks still are sliding, wasting and rounding. Smaller and smaller grow the rock fragments until they are merely sand and clay, which the rain washes and the winds blow into the sea.

(Ballard Photo)

*The Famous Summer Resort of Northeast Harbor*

In not-too-distant-past geologic times, an enormous ice sheet passed over the land, rounding its features and deepening and broadening the river valleys. During the early stages of this advance, the direction of flow was controlled largely by the southward trending river valleys. As the ice became thicker, it covered the entire island and its direction of movement shifted more to the eastward. While moving southward, the ice smoothed all of the northern slopes, but tended to pluck out loose rock on the southward facing slopes, so that there was produced a surface having a notched appearance. At many places on the island are polish scratches, or crescent-shaped marks produced by the scouring effect of the fragments of rocks and boulders held frozen in the ice. The weight of the ice is thought to have depressed Mount Desert Island possibly as much as 600 feet. The ancient sea cliffs and beaches, some of which are now 250 feet above sea level, are evidence of this action. As the ice melted away, the land rose slowly, but not to its former level. This is shown by the present drowned mouths of the river valleys.

Thus, the geologic history of Mount Desert Island had two periods of deposition, each terminated by mountain-building forces and each subsequently reduced by erosion almost to a plane. The final uplift began a new cycle of erosion and permitted the sea to cut the rocky cliffs, which are now one of the great scenic assets.

In addition to the town roads, on the outskirts of the park area, and the several park roads of comparatively recent construction, the eastern park area contains nearly 200 miles of carriage roads and bridle paths and trails, which may be travelled on foot, on horseback, or by carriage. A complete motor road system through the Park connects the lake and mountain areas with the seashore and touches the villages of Bar Harbor, Seal Harbor and Northeast Harbor. The trails and footpaths reach every mountain summit and traverse every valley. Broad lowland paths offer easy walks and winding trails to mountain summits offer moderately strenuous climbs. The system is so laid out that there is no danger of becoming lost.

During the summer months a free nature guide service is available to visitors. The program includes nature walks, strenuous hikes, sea cruises, campfire assemblies and auto caravans. Two public camp grounds have been established, one at Bar Harbor and one at Seawall, near Southwest Harbor. Other scenic features of the Park in Bar Harbor include Ocean Drive, which leads south from Bar Harbor village. Along the shore are Schooner Head which, legend has it, was bombarded by the British in the War of 1812, when they mistook its outlines for that of a ship; Anemone Cave, Balance Rock, Great Head, Newport Cove, with its sandy beach, Thunder Hole, a broad cleft in the seaside cliff, where beating waves make a booming sound which can be heard for several miles; and Otter Cliff, a narrow peninsula jutting into the sea at the southern township limits. South of the village, in the valley between Flying Squadron Mountain (1268), just east of Cadillac Mountain, and northern spurs of Champlain Mountain (1060), are the Bar Harbor Campsite, Sieur de Monts Springs and Park and the Abbé Museum of archeologic and Indian relics.

Cromwell Brook, with a small pond called the Tarn, drains the northern valley between Flying Squadron and Champlain Mountains, entering the sea at Cromwell Cove on the southern side of Bar Harbor Village. The southern part of this valley is drained by Canon Brook and Otter Creek to the sea at the mouth of Otter Creek, which is at the western side of Otter Cliff peninsula. Route 3 traverses this valley from Bar Harbor to Otter Creek (Mount Desert) and Otter Cliff.

On the north side of the broad peninsula on which Bar Harbor Village is located, a small cove begins the original harbor area of the town, which took its name from Bar Island, just offshore. This shallow indentation in the coastline extends some three miles north to Hulls Cove, north of which Lookout Point, Cape Levi and Sand Point form another blunt peninsula, marked by 200-foot high Ireson Hill. Westward from Sand Point along the southern shore of Eastern Bay, which separates Mount Desert Island from Lamoine on the mainland, are Salisbury Cove, Emerys Cove, Leland Point, Hadley Point, Thomas Bay and Israel Point. Here the Trenton Town Line cuts into a small corner of the island to encompass the causeway from Mount Desert Island to Thompson Island and the drawbridge which crosses Mount Desert Narrows to the mainland. Over this causeway and bridge runs Route 3 from Ellsworth to Bar Harbor, following the northern shoreline of the island. At the Trenton town line boundary is a junction of Route 3 and Route 198 to Northeast Harbor and Route 102 to Southwest Harbor and Seal Cove, on the southern and western sides of the island. From this junction point, Route 3 passes through the village centers of Eden, Salisbury Cove, Hulls Cove and Bar Harbor to Otter Creek (Mount Desert Town). From the same junction, joint Routes 102 and 198 pass through the village center of Town Hill to Somesville (Mount Desert Town) at the head of Somes Sound.

Local roads lead from Town Hill (formerly known as West Eden) to points on the northwest side of the island in Bar Harbor township, including Spruce Point, Clark Cove, Northwest Cove, Indian Point and High Head, the latter promontory being bisected by the Bar Harbor and Mount Desert town line. East of Town Hill, town roads lead to Salisbury Cove and Hulls Cove and branches connect with the Eagle Lake Road from Bar Harbor Village to Route 198 at the eastern head of Somes Sound. Norway Drive, Breakneck Road and the New England Lake Road connect northern shore points with the east-west Eagle Lake Road.

East of Town Hill village center and road junction is an extensive swampland area broken by 100 to 200 foot high ridges gradually leading to the slopes of Youngs Mountain (706) and McFarland Mountain (761), from which lesser ridges such as Interlaken Hill (462) and Great Hill (540) lead down to the small coastal plain on which Bar Harbor Village is located. Eagle Lake, Aunt Betty Pond, Breakneck Ponds, Lake Wood, and Witch Hole Pond, lie between these ridges, hills and mountains, with Old Mill Brook, Richardson Brook, Kitteredge Brook, Northeast Creek, Stony Brook and Duck Brook as the principal watercourses.

## The Bar Harbor Fire

October, 1947, brought to a climax the most extended drought the State of Maine had ever known in its more than 300 years of recorded history (see Part One, Chapter 9). Woods and brushlands were tinder-dry and most swamplands had drained or evaporated to depths of many feet. During the week of October 19 to 25, smouldering forest and brushland fires sprang out of control in nearly all sections of the State to bring the most disastrous period in the Pine Tree State's history.

The Mount Desert Island blaze, covering an estimated two-thirds of the township acreage of Bar Harbor, was one of the worst. Fire had been smouldering for many days in the town dump area east of Town Hill Village. Eating its way underground through an area that had always been, in the memory of man, soggy swampland, it would break out in patches, here and there, as freshening winds fanned it to surface flames. All local efforts to completely extinguish the underground, creeping fire were of no avail.

By Monday, October 20, the situation was realized as potentially serious and volunteers were called into the fire battle. Winds would die down during the nighttime and skeleton crews tried to keep the creeping swamp fire in check. By daylight winds would freshen and the battle would begin again. When fresh winds on Tuesday spread the area of flames still farther, all neighboring towns were called upon to help and Army Air Force personnel and equipment was called from Dow Field, Bangor. On Wednesday, October 22, under high daytime winds, the fire area spread again and covered a 16 square-mile area. After the winds died down that night, it was again believed under control.

At 3 a.m. Thursday, October 23, ''Maine's most disastrous day,'' the wind picked up to near gale force and the flames advanced toward the village section of Hulls Cove. By this time the flames had raced on a five-mile front over Youngs and McFarland Mountain and through the Acadia National Park area west of Eagle Lake. Cottages and homes along the Eagle Lake Road, Breakneck Road and Norway Drive were being consumed, one after another. By noontime the fire-front had swung down into the Hulls Cove section and an hour later it was racing down Route 3 toward Bar Harbor Village.

By 4 p.m. the wind had picked up to 45 miles an hour from the northwest and a six-mile-long wall of flame was closing down over the hills on Bar Harbor Village. In many places, firefighters were able to stop the flames on Route 3, saving the shore cottages and homes on the eastern side of the road, but the vagaries of the flames breached the line in many places.

At 4.15 p.m. orders were given to evacuate the town and all residents were ordered to the municipal pier. With burning trees and flames blocking Route 3 to the northwest and the fire racing at a seven-mile-an-hour clip around the southwestern part of the village, the only avenue of escape was by sea. More than 4,000 men, women and children gathered at the pier, many of them stunned and shocked at the magnitude of the approaching disaster, but surprisingly calm and completely devoid of outward hysteria.

In the meantime fishing boats of every description and the few pleasure craft in the water at the time, summoned by radio, were racing to Bar Harbor from every coastal port and village on the island and nearby points on the mainland. Rushing to assist the evacuation from points as far away as Boston were five Coast Guard cutters, a Navy destroyer and a destroyer-escort.

Between five and six p.m. the flames raced over the hills on the western side of Bar Harbor Village and caught the Malvern Hotel, largest structure on the island. Soon the Belmont Hotel, DeGregoire Hotel and Miller Cottages were aflame. Then the wind shifted suddenly to the north and the central portion of the town south and east of the athletic field escaped, but the flames swept southeastward over Kebo Mountain, destroying the Country Club building, over Flying Squadron and Champlain Mountains, eventually reaching the sea along the area between Sols Cliff and the neck of Otter Cliffs. A number of summer estates were consumed in this stretch.

The scores of fishing and pleasure craft rounded up by Coast Guard direction from the Southwest Harbor Station took off more than 700 women and children from Bar Harbor Municipal Pier, landing some 400 at Winter Harbor, across Frenchman's Bay, and other coastal ports in the area. The Coast Guard cutters and Navy ships were not expected until after midnight.

Shortly after 9 p.m. bulldozers cleared the fire block on Route 3 between Bar Harbor and Hulls Cove and at 9.45 p.m. a caravan of seven buses and some 400 automobiles, led by a Maine State Police car, headed out on the road for Ellsworth. The caravan ran through a gauntlet of flames on both sides of the road and flying ash for three miles, before the road cleared. By 1 a.m. Bar Harbor was nearly evacuated, except for some 2,000 men, including Army and civilian volunteers still fighting the flames. But the business section and most of the residential area of Bar Harbor Village were saved.

At Ellsworth extensive facilities to care for the Bar Harbor refugees had been established in the City Hall and several churches, with Lester Carlisle, Red Cross disaster chairman, and City Manager Charles A. Haynes in charge. Homes and restaurants were opened and the entire community mobilized under the Red Cross disaster setup to care for the emergency. At midnight Carlisle was able to message that everything was under control and Ellsworth could take care of as many more refugees as needed shelter. Officials later agreed that the orderly performance of the entire Hancock County citizenry in the emergency was one of the greatest examples of the stability in the Maine character.

The fire finally was stopped by the weekend after it had penetrated into the township limits of Mount Desert north of Sargent Mountain and Jordan Pond; to Eagles Crag, the southern spur of Cadillac Mountain; and the southern slope of Gorham Mountain, at the neck of Otter Creek Peninsula. The Whitecap, summit and southwestern slopes of Cadillac Mountain, the Bubble Pond area, Pemetic Mountain (1262) in Mount Desert and the entire southern section of the island escaped the burn.

A postfire tally in Bar Harbor showed that 203 year-round homes and 74 summer homes had been destroyed, some 25 of which were large summer estates. When the Bar Harbor Relief Unit of the American Red Cross completed its work some months later, 306 families had registered for assistance and 281 families had been given some form of help at a relief expenditure total of $487,000, exclusive of administrative costs. Of the 72,280 acres on Mount Desert Island, an estimated 17,616 acres, mostly in Bar Harbor Township, had been affected by the fire.

Plans for reconstruction began immediately after the fire danger had passed and many homes and summer estates have been rebuilt. A community-financed new Bar Harbor Hotel has been constructed, the Jackson Memorial Laboratory has been rebuilt and the Kebo Valley Country Club now has finer quarters than before. Cleanup work in the Acadia National Park area is nearly completed and the greenery of three seasons has covered nearly all of the scars left by the wild blaze. As predicted at the time by Benjamin F. Hadley, park superintendent, ''Some of the plumage was destroyed, but the body is still here, in all its scenic beauty. From the top of Cadillac Mountain a few smudge spots may show for a year or two, but the glorious panorama is unchanged. After another spring or two, much of the grass and plumage will return.'' And so it has.

In the excitement of the emergency, several newspaper stories and headlines, which may be researched by future historians, gave the impression, or stated bluntly that Bar Harbor was ''wiped out.'' Similar exaggerations, understandable in the great confusion of events during the disastrous fire week of October 19-26, 1947, were general in all the fire areas in Maine (see Part One, Chapter 9).

Indicative of such exaggeration pertaining to Bar Harbor is the fact that at the time of the fire a leaflet was being printed containing sixteen pictures of outstanding points of interest in the town. After the fire, not one of these pictures had to be changed or discarded, and the leaflet was printed and distributed as originally planned.

Bar Harbor was settled in 1763. It was set off from Mount Desert and incorporated as Eden, the 106th town, in 1796. The name was changed to Bar Harbor in 1918. It has a town manager-selectmen form of government.

**Blue Hill**—Blue Hill is a pretty coastal, farming and resort town in southwest Hancock County at the head of Blue Hill Bay and Blue Hill Harbor. It is on the former steamboat route from Rockland and once was the terminus of a popular vacation sail. With the advent of good roads and automobiles, its scenic beauty is a goal for an increasing number of vacationists, yet it retains its peaceful, unspoiled atmosphere to a delightful degree.

Blue Hill Village is in the approximate center of the township, on Route 15 from Buckport and Route 172 from Surry and Ellsworth, from which it is 14 miles to the southwest. Route 175 to Brooklin, next south, Route 172 to Sedgwick, Route 177 to South Penobscot and several local roads center on Blue Hill Village as on a hub, giving access to the various sections of the township. Other village centers are East Blue Hill, on another cove of Blue Hill Bay; North Blue Hill, on Route 15; Blue Hill Falls, southeast of the main village; and South Blue Hill on Route 175, which traverses Blue Hill Neck, a peninsula formed by Salt Pond and Blue Hill Bay.

Blue Hill's sheltered anchorages and generally rolling, coastal farmlands early made it a choice settlement point along the coast. Joseph Wood and John Roundy first settled there in 1762. It soon became a busy shipbuilding center and had a saw mill and a cotton yarn mill. Small copper and lead deposits, with traces of gold, were discovered and developed and the remains of the mine shafts are still visible. Today the nationally-famous Rowantrees Kiln and craft center turns out pottery and handwork utilizing the clays and pigments found in the region. Several saw mills, a boat yard, cannery and handcraft establishments are basic industries, along with tourist inns and more than a score of retail, trade and service establishments.

Blue Hill also has a summer music colony, Kneisel Hall, and its summer concerts are famous. It was founded by Dr. Franz Kneisel, former concert master of the Boston Symphony Orchestra and of the Kneisel String Quartet, a famous chamber music ensemble. Blue Hill also has attracted many artists as summer residents and exhibitions are held throughout the Summer. The town also has a hospital, a library of 12,000 volumes and Blue Hill (George Stevens) Academy. Mary Ellen Chase was born here in 1887 and has preserved the charm of the old seaport in her "A Goodly Heritage." Emilie Loring and Ethelbert Nevin, the composer, are among other literary and music "greats" who had summer homes in Blue Hill. Rev. Jonathan Fisher became first pastor of the Congregational Church in 1796 and became one of the town's most historic personages. His house and windmill are historic spots.

Blue Hill takes its name from Blue Hill (940), just north of the main village and one of the most prominent landmarks along this section of the coast. Toddy Pond (Surry) juts into its northwest corner, while Ball Pond, Norris Pond, and First, Second, Third and Fourth Ponds are headwaters of short watercourses draining down rolling wooded and farmland slopes into Blue Hill Bay. Long Island is a large (6.98 sq. mi.) island standing out in Blue Hill Bay at the entrance to Blue Hill Harbor and is a favorite blueberrying and picnicking spot. Indian shell heaps have been found on Blue Hill Neck, south of Blue Hill Falls. Sand Point, on Blue Hill Neck, Parker Point, Closson Point and Woods Point, all around the curve of Blue Hill Harbor, are the largest of a series of small peninsulas adding to the beauty of the shoreline of the town. An annual fair of a distinctive country flavor is a noted September feature at Blue Hill.

The town previously has been known as Newport, Kolledgewidgwock, and Bluehill. It was incorporated in 1789 as the 62nd town. Population: 1,323.

Brooklin—Brooklin is a small coastal and resort town at the southeastern end of the Sedgwick Peninsula, with boat yards, saw mills seafood canning plant and several summer hotels and cottage colonies. Its village centers are Brooklin, Naskeag, Haven, West Brooklin and North Brooklin. The twin peninsulas of Flye Point and Naskeag Point thrust out into Jericho Bay, south of Blue Hill Bay. Prominent islands offshore include Flye, Mahoney, Harbor, Hog, Babson, Little Babson and Torry Islands. Herrick Bay makes a long cove between Flye and Naskeag Points. Allen Cove, at the northern side of Flye Point; Center Harbor, at Haven on the southwest side; and Benjamin River, on the west, are largest of many coves and small harbors around the township. A salt and fresh water creek, which virtually connects Benjamin River and Salt Pond (Blue Hill), forms the boundary line between Brooklin and Sedgwick, making the former peninsula almost an island.

Route 175 from Blue Hill makes a loop around the Brooklin Peninsula and several local roads lead from it to the various harbor and costal points. Brooklin was settled in 1763 and was set off from

Sedgwick and incorporated the 379th town in 1849 as Port Watson. The name was changed to Brooklin one month later. Population: 541.

Brooksville—Brooksville is on the west side of the Sedgwick Peninsula in southwest Hancock County and it, too, is virtually an island, with the Bagaduce River, an arm of Penobscot Bay, and Walker Pond almost encircling it. Its village centers are Brooksville, Herricks, South Brooksville, Cape Rosier, Harborside, West Brooksville and North Brooksville. The southern side of the irregular-shaped and deeply indented peninsula fronts on Eggemoggin Reach, a thoroughfare between the mainland and Deer Isle to the south. This is one of the most indented sections of the Maine coast and from the southeast, clockwise around the peninsula township, are The Punchbowl, Grays Point, Bucks Harbor, Orcutt Harbor, Horseshoe Cove, Weir Cove, Blake Point, Cape Rosier, Orrs Cove, Harborside, Smiths Cove, Bagaduce River Narrows, Mills Point, South Bay, Tapley Cove, Stover Cove, Blodget Cove, Bear Head and Walker Pond forming almost a complete circle.

Route 176 loops around the mainland end of the peninsula in a circle, connecting the villages of Brooksville, South Brooksville, West Brooksville and North Brooksville and several local roads lead from it to other village sections and coastal points. More than a dozen summer hotels and resort camps are located in the various scenic sections of the township and various roadside scenic points and elevations command magnificent views of Penobscot Bay and its many islands.

Brooksville was formed from parts of Castine, Penobscot and Sedgwick and incorporated the 22nd town in 1817, named for Governor Brooks of Massachusetts. It has a high school at South Brooksville and contains more than a score of retail and service establishments. Population: 749.

Bucksport—Bucksport is an industrial, commercial and farming town of some 3,119 population on the western side of Hancock County and on the east bank of the Penobscot. It has been called the town that is "18 miles from everywhere." It is approximately 18 miles to Bangor, Ellsworth, Castine, Belfast and Blue Hill.

The town proper, with its Main Street, is situated on a bend in the Penobscot River, which large Verona Island here divides into Eastern and Western Channels. A score of residential streets lead back from the business section to higher elevations north of the town. Facing the town proper are the massive granite battlements of Fort Knox (Prospect, Waldo County), which command a sweep of the entire river at this point.

Bucksport is the location of the Maine Seaboard Division of the St. Regis Paper Company, one of the most modern paper mills in the State, which employs most of the town's labor force. Other industries include a tannery and several score trade and service establishments.

On Route One-A, it is connected with Verona Island and the western bank of the Penobscot by an approach span and the Waldo-

Hancock suspension bridge, 137 feet above the river and rated the most beautiful bridge of its type built in America in 1931. Route 15, the "River Road," from Brewer to Bangor and Route 175, from Orland to Dedham, are its other major highway arteries. Silver Lake and Mill Stream, just north of the town proper, Williams Pond, Jacob Buck Pond, Browns Pond, Long Pond and Hancock Pond give rise to the principal waterways through the township, which include Copeland Brook, Moosehorn Creek, Williams Pond Outlet, Stubbs Brook, Bucks Brook and several lesser streams flowing into the Penobscot River.

Mt. Olive (200), just to the north of the town proper; Cobb Hill (562) and Stubbs Hill (480), in the northwest corner of the township; Copeland Hill (640), in the northeast corner; and the western slopes of Peaked Mountain (1104) in Dedham are the most prominent elevations. Village centers include North Bucksport, and Bucksport Center, on Route 15; Millvale, in the west center of the township; and Hancock Pond, on Route 175.

Banking facilities are provided by a branch of the Merrill Trust Company (Bangor), and the town has three churches, a high school, an Oblate (O. M. I.) Seminary, the Buck Memorial Library of more than 10,000 volumes and a weekly newspaper, the *Bucksport Free Press.* Bucksport also is a terminus of a branch line of the Maine Central Railroad from Brewer.

Bucksport was settled in 1764 and one of its first citizens was Colonel Jonathan Buck, an officer in the French and Indian War. He built the first saw mill and the first ship there and led a company of volunteers to attack the British at Castine in 1776. In 1779, after the Americans had retreated from Castine, the British ship *Nautilus* came up river and its troops burned the town as the settlers fled.

The town was rebuilt and incorporated as Buckstown, the 79th town, in 1792. Its postoffice was established in 1799 and its newspaper, the *Gazette,* was one of the first newspapers in Maine. Lumber, shipping, shipbuilding and small pioneer industries were established and the town flourished until the War of 1812, when the British, marching overland from Castine, again occupied the town. This time there was no resistance nor great damage and the British withdrew after several months' occupation. In 1817 the town's name was changed to Bucksport. It now has a town manager-selectmen form of government.

Bucksport contains many old homes built by merchants and shipmasters of its early days and furnished with souvenirs and mementoes of voyages around the Seven Seas. The Jed Prouty Tavern (1804) is one of the most historic of Maine hostelries and was the setting of the popular oldtime comedy "Old Jed Prouty." Famous names on its register include Andrew Jackson, Martin Van Buren, William Henry Harrison, John Tyler, and many governors, senators and other officials and early financiers. Other interesting houses are the Dr. Moulton House (1799) and the birthplace of William and Dustin Farnum, famous stage and screen actors.

One of the oddest monuments in Maine is the granite obelisk marking the tomb of Colonel Buck in Bucks Cemetery on Routes

One-A, 3 and 15, just east of the Verona Island approach to the Waldo-Hancock Bridge. Visible from the highway, a defect in the granite of the obelisk gives the appearance of a leg and a foot. According to legend, this is "The Witch's Curse," the result of a curse placed on Colonel Buck by a woman he had been ordered to execute as a witch in Haverhill, Mass., before he came to Maine. The outline of the foot and leg appeared on the stone within a few years after the monument was erected at the time of the Colonel's death. All efforts to eradicate the marking have been to no avail and weathering of the stone over the years seems to have accentuated the outline. A folklore ballad tells the story.

Castine—one of the most historic spots in Maine, Castine is a small town (4,813 acres) at the tip of the Penobscot, or Bagaduce, Peninsula, on the eastern side of Penobscot Bay. For centuries before the coming of the white man it was a great summer campground of the Tarratine Indians, who called the place Pentagoet, "entrance of the river." It was visited by Champlain and Weymouth in 1604 and 1607. In the "Jesuit Relations," Father Biard records that when he visited the place in the early Autumn of 1611, he found eighty canoes and more than 300 Indians there for their annual feasts and games. French traders settled there in 1614, but in 1629 the place was occupied by a group from the Plymouth Colony under Isaac Allerton. They set up a trading post and stockade, but the French took over again in 1635. In 1654 the English regained possession, but the French were allowed to remain. By the Treaty of Breda, in 1668, Pentagoet was ceded to France and the formal transfer on the spot was made in 1670.

Baron Jean Vincent de St. Castin settled here after the first signing of the French-English peace treaty in 1667 and soon married a daughter of the Indian Chief Madockawando. During this time Pentagoet became an important missionary post of the Jesuits and frequent reference to it is found in their records. In 1673, the garrison and its governor were captured by the crew of a Flemish corsair, under Captain John Rhodes. Baron Castin, then 21 years old, took over command and by 1675 had driven the Dutch away. Despite attacks by the English under Sir Edmund Andros in 1687-88, Castin held possession until he was ordered to France in 1701, from which he failed to return.

In 1779, during the Revolutionary War, the British again took possession and launched the first attack on Bucksport (supra). They held Castine until 1783. In 1735 the Governor of Massachusetts landed and, finding no one to oppose him, annexed the whole territory to Massachusetts. Colonists from Boston soon were on hand, clearing the land and laying the foundations of houses, some of which are still standing. Names of these early settlers included Bowden, Perkins, Grindle, Hatch, Connor and Gray. The town was incorporated the 104th town in 1736, having been set off from the rest of Penobscot, and became the shire town.

By 1799 sixteen vessels were trading between Castine and Liverpool and the West Indies, while smaller boats from the port were plying coastwise. The settlement prospered until 1814-1815, when the British again occupied the place for nine months, leaving in April, 1815. Castine prospered in the ensuing years and became a seaport station on the "underground railroad" of slaves escaping to Canada. In the Civil War, 157 volunteers answered President Lincoln's call and their company flag was the first to be carried out of the State.

**Castine Harbor**

During the 1870s the era of wooden sailing ships began to decline and small family industries no longer could compete with the beginnings of large-scale factory production. Castine remained as a beautiful town of handsome white mansions in a wonderful setting near the entrance to Penobscot Bay and thus visitors find it to this day. The first summer visitor arrived in 1872. As the years progressed, prominent families took over old homes for summer residence or built new cottages. Their names include Longfellow, Charles A. Dana of the *New York Sun,* Noah Brooks, Harriet Beecher Stowe and, in later years, many writers, artists and musicians.

Sydney and Marjorie Barstow Greenbie, in their "Castine, A Dramatized Biography of a Town," which is produced each summer by local residents, have described how "the tincture of lilac and leisure pervades the life of the summer people whose pattern had been set by the Longfellows ('Grave Alice, and Laughing Allegra, and Edith with golden hair') the first great family of visitors, and concerned itself with gardens, music and quiet sports.''

Castine is the only place in Maine to have come under four flags—French, Dutch, English and American. More than 100 historical markers are located at various points of interest. Overlooking the town is old Fort George, built by the British in 1779 and named for George III. Its batteries, rifle pits and battlegrounds are in much the same condition as when the British left in 1815. From the fort, on the highest point in the town is a commanding view of Penobscot Bay, the Bagaduce River and Brooksville Peninsula, Mt. Cadillac (Bar Harbor), Blue Hill and the Camden Hills on the western side of Penobscot Bay. More than 20 cities and towns may be seen.

Here also is located the Maine Maritime Academy, under State and Federal supervision, occupying the buildings of the former Eastern State Normal School, which graduated its last class in 1942. This institution carries on Maine's tradition of training the finest Merchant Mariners in the world. Graduates are commissioned as Ensigns in the United States Naval Reserve, after completing the three-year intensive course. Up to 1950 it had graduated nearly 700 trained young mariners.

With all its historic charm and dignity, Castine has six summer and one year-round hotels and more than a score of trade, service and professional establishments in its small business section, including two boatbuilding shops. It also has a high school.

Its four churches are the Unitarian Church, built in 1790 and one of the oldest in Eastern Maine, with a Bullfinch-design steeple and a Paul Revere Bell; Our Lady of Hope Catholic Church, built on the site of a chapel of the same name erected in 1648 as a Capuchin mission at the original settlement of Fort Pentagoet; a federated (Congregational-Methodist) Church; and an Episcopal Church. The Witherle Memorial Library (10,000 volumes), occupying the old Court House (1800) and the Wilson Museum (1921), housing the unusual anthropological and geological collection of Dr. J. Howard Wilson, as well as Indian relics and Colonial antiques, are popular with visitors.

The old Perkins House (1765), which was occupied by the British in 1779, is still standing. Other old houses are the Abbott House (1800), the Mark Hatch House (1771), the Witherle House (1800), the Johnston House (1804), the Blake House (1796), the Bartlett House (1803), the Wheeler House (1810), the Whiting House (1812), the Whitney House (1800) and the Dyer House (1805).

Routes 166 and 166A loop around the Castine Peninsula. The town proper is on an outer peninsula, with a narrow ''Neck'' connecting it to the upper, or main peninsula. Across this ''Neck,'' in 1814-15, the British dug a canal, connecting Hatch's Cove on the Bagaduce River and Wadsworth Cove on the Penobscot, making the lower peninsula virtually an island. The town proper, facing Castine Harbor, is on the eastern side of the lower peninsula, fronting on the Bagaduce River. Dice Head, with its lighthouse, is at the tip of the peninsula, facing into Penobscot Bay. North of Wadsworth Cove are

Perkins Point and Steele Point, with the head of Morse Cove on the boundary line between Castine and the Town of Penobscot, next north. Several brooks and streams drain the rolling terrain of the northern peninsula into both the Bagaduce and Penobscot Rivers. The village center of North Castine is on Route 166, on the eastern side of the northern peninsula.

The courts were removed to Ellsworth in 1838. Population: 787.

Cranberry Isles—the Town of Cranberry Isles consists of four islands off the southern shore of Mount Desert Island, just east of Southwest Harbor. Great Cranberry Island is the largest, so named for a cranberry marsh of some 200 acres on the southwest side of the island. On it is the village of Cranberry Isles, fronting on a large harbor, known as The Pool, formed by a semi-circular "hook" thrusting into the sea on the eastern side of the island. Long Point, on the northern side of The Pool's entrance, forms a natural breakwater. One main road and several side roads traverse the eastern side of the island. Several boatyards and marine service stations, as well as several stores, serve local residents and cottage vacationers. Counterclockwise around the shores of the island from Long Point are Long Ledge, Spurling Point, Great Head, Rice Point, Bunker Head, Dolly Head and Deadman Point, the latter at the "elbow" of the "hook" on the eastern side. Several small islets lie offshore at Deadman Point.

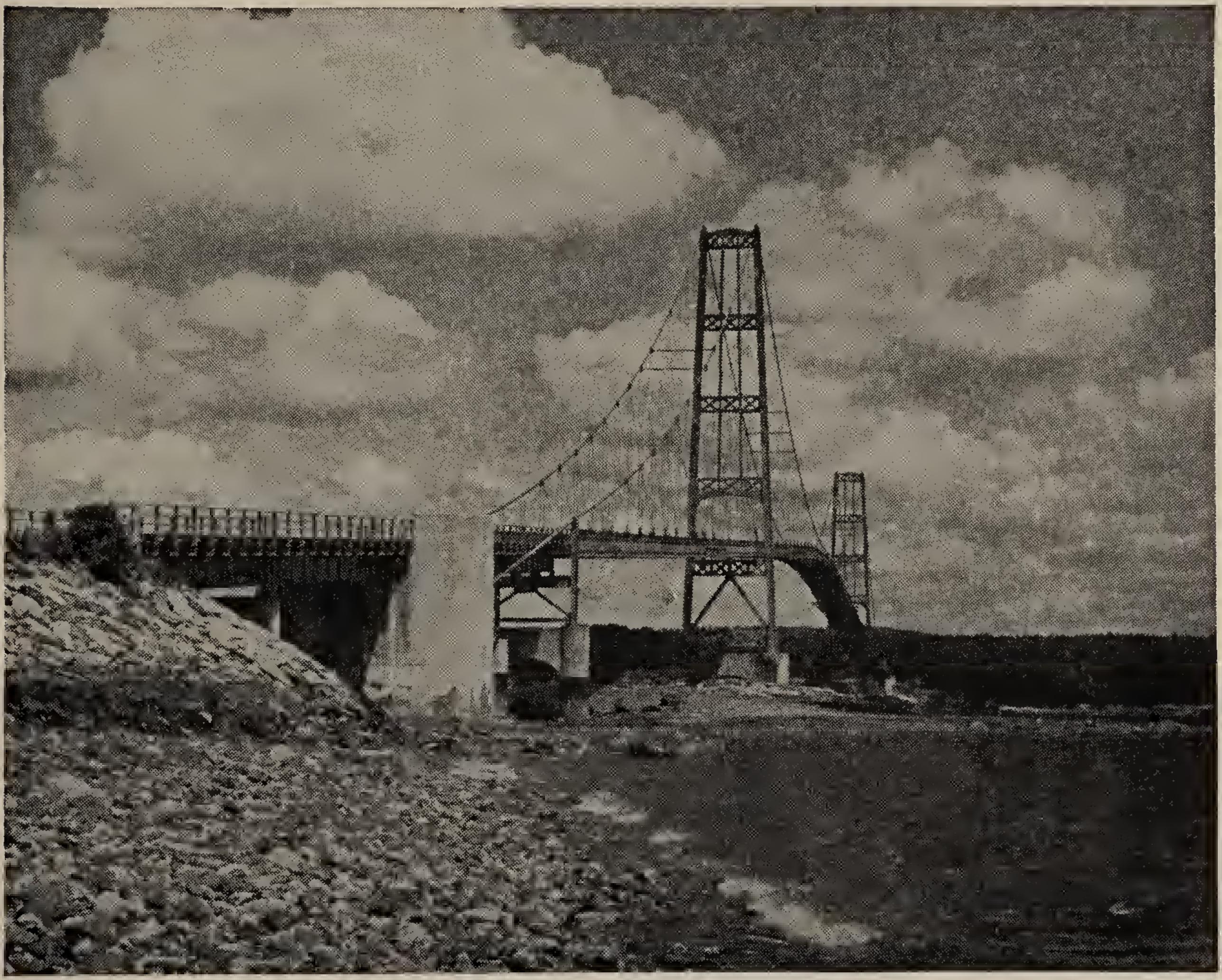
Little Cranberry Island, next largest, contains the village center of Islesford, with a summer hotel and several stores. Islesford also contains the Sawtelle Museum, which has the important collection of William Otis Sawtelle on the history of the Mount Desert Island area.

Baker Island, to the southeast of the Cranberrys, has a lighthouse and summer cottages. Sutton Island, north of the Cranberrys, and just off Northeast Harbor, also has a number of summer homes, and is the locale of Rachel Field's *Time Out of Mind,* written during one of her summer stays on the island.

The Cranberry Isles were settled in 1761 and set off from the Town of Mount Desert and incorporated the 287th town in 1830. Population: 226.

Dedham—Dedham is next north of Ellsworth and south of Holden and Eddington (Penobscot County). It is traversed by Route One, Bangor to Ellsworth. It is a mountain, woods and lake township, with agriculture, lumbering and vacation and sporting camps as its chief industries. Phillips Lake, on which is located the Lucerne-In-Maine vacation lodge and development, and the upper end of Green Lake (Ellsworth), with Green Lake Village and postoffice, are its most prominent waters. Dedham Village is on the western boundary of the township with Bucksport and on Route 175 from Orland to East Holden (Penobscot County). In addition to Route One, local roads into the farming sections are principally in the western area of the township. The lake and mountain view from Route One overlooking Phillips Lake is one of the most picturesque in Maine and inspired the Lucerne-In-Maine designation.

On the eastern side of the township, adjoining Otis, Big Hill (1090) makes a long north-south ridge. In this heavily-wooded area are large Mountain Pond, Hatcase Pond, Eagle Bluff (860), Little Hatcase Pond, Mud Pond and Second Pond, in a series of knolls averaging 700-800 feet high. West of Phillips Lake are Fitz Mountain (605), Chase Mountain (820), Button Hill (580), Peaked Mountain (1104), and Bald Mountain (1261), on which there is a ski tow development. Ponds between these hills and peaks include Hurd Pond, Hanson, Saulter, Moulton, Mitchell, and Harriman Ponds. Goose Pond is a larger pond lying south of Phillips Lake and which, with Little Rocky and Little Duck Ponds, on the boundary with Ellsworth, drains into Green Lake. A federal fish hatchery is located on Green Lake in the southeast corner of the township.



*Deer Isle—Sedgwick Bridge*

With such an abundance of hills, mountains, woods and lakes, Dedham is a popular fishing and hunting section and has seen a great increase during the past quarter-century in the number of camps, cottages and lodges of vacationers and non-residents. The Maine Central Railroad line from East Holden to Ellsworth generally parallels Route One along the shores of Phillips and Green Lakes. Dedham was settled in 1810 by Nathan Phillips and first was called No. 8, which included Otis. It also previously was called New Boston. It was incorporated in 1837 as the 336th town. Population: 369.

Deer Isle—Deer Isle is a scattered township of many islands at the southwestern tip of Hancock County and at the eastern mouth of Penobscot Bay. Little Deer Isle and Great Deer Isle are its largest islands, the southern end of the latter island having been set off in 1897 to form the Town of Stonington. A high level toll suspension bridge over Eggemoggin Reach connects Little Deer Isle and the mainland at Sargentville (Sedgwick Town), and causeways connect Little Deer Isle and Great Deer Isle and extend from the latter to several long ''necks'' on the easterly side of the island.

In addition to local boat building, fishing, limited farming and more than a score of retail and service establishments, the vacation industry has been important to these islands for nearly a century, with a large concentration of New York and Philadelphia families maintaining summer homes, hotels and cottages. Eggemoggin, at the northwesterly end of Little Deer Isle, is a summer estate and hotel area, while Blastow's Cove, on the southern shore, is a center of fishing families and trades people. Little Deer Isle Village is at the southern approach to the toll bridge.

Across the causeway to Great Deer Isle is the village of North Deer Isle, with roads leading to Reach, on the eastern shore, and Deer Isle Village in the center of the island. At the latter point the island is nearly bisected by two coves, Long Cove and Northwest Harbor. The narrow neck of land here is known as ''The Haulover,'' dating from Indian times, for here the Indians and later the white men, hauled their canoes and boats over the neck, thus saving the trip around the southern end of the island and Stonington Village. East of Deer Isle Village and connected to the main island by causeways, are Greenlaw Neck, with its village section of Mountainville; and Stinson Neck, with its section known as Sunshine. Larger islands offshore include Campbell, Conary, Bear, White and Freese. All these islands and ''necks'' have numerous deep water coves common to this whole township, lending themselves naturally to providing private harbors for nearly every homestead. During the Prohibition Era, according to area legend, many of these small harbors became ''smuggler's coves.''

South Deer Isle is a village section at the southern boundary of the township with Stonington, with Warren Point jutting into Southeast Harbor. On the western side of Great Deer Isle, facing into Penobscot Bay, several local roads lead around shore points such as Dunham Point, Sunset, Sylvester Cove, Southwest Harbor, Smalls Cove and Stinson Point, all facing many islands in Penobscot Bay. Islands of this group within Deer Isle township include Birch, Scott, Sheep, Eaton, Bar, Pickering, Carney, Bradbury, Crow, Eagle, Butter, Great and Little Spruce Head, Sheephead, Bear, Scrag, Compass Sloop, Horse Head, Colt Head, Fling, Resolution, Barred, Beach, Western, Pond, Hog and Two Bush Islands, together with many lesser islets and knobs.

Deer Isle was settled in 1762 and incorporated the 63rd town in 1789. Isle au Haut (Knox County) was set off in 1874 and Stonington set off in 1897. Population: 1,226.

Eastbrook—Eastbrook is a lumbering, farming and fishing resort township east of Waltham in south central Hancock County, with several large lakes and much bogland between heavily-wooded ridges. Route 200, Waltham to Franklin, loops through its southwestern corner, with several local and woods roads branching off this main highway and to Sugar Hill, in the eastern section of the township. Eastbrook Village is in the southwestern corner, between Webb, Scammon and Abrams Ponds. Molasses Pond, a favorite hunting and fishing resort section, lies to the east of this group of ponds. Sugar Hill (600), east of Molasses Pond, is the highest elevation in the township. Principal watercourses are Bog River, in the northeast corner; Roaring Brook, from Sugar Hill; and Little Bog River, Alder Brook, Georges Brook and Mill Stream, all flowing into the Webb-Scammon-Abrams Pond system.

Eastbrook was settled in 1800 and incorporated the 337th town in 1837. Part of Waltham was annexed in 1872. Population: 197.

Franklin—in south central Hancock County, Franklin is next north of Sullivan and on the northernmost arm of Frenchman's Bay. Route 182, Hancock to Cherryfield, is its principal highway, from southwest to northeast, passing through the villages of Egypt, West Franklin, and Franklin. East Franklin is on an unnumbered route between Sullivan and Franklin Village. Several other local roads lead to various pond, bay and woods areas in the township.

Tidewater comes up to the several village areas on Egypt Bay, Taunton Bay and Hog Bay, while just inland are Mill Pond, Great Pond, Georges Pond, Duck Pond, Little Pond and part of Donnell Pond (Township 9).

Rolling hills back from the coastal area lead to the higher ridges of Beechland (332), in the western section and Hardwood Hill (641), Martin Ridge (560), Duck Pond Hill (495) and Fiery Mountain (553), all along the eastern boundary. Watercourses among these hills include Martin Ridge Brook, Duck Pond Brook, Alder Brook, Swan Brook, Card Mill Stream, Georges Brook, Old Meadow Brook, Mill Brook and West Brook.

Canning, food freezing, farming, lumbering, quarrying and sporting camps are the principal industries in Franklin, with nearly a score of retail, service and trade establishments serving the public. Franklin was settled in 1784 and incorporated the 261st town in 1825. Population: 705.

Gouldsboro—Gouldsboro is at the southeastern tip of Hancock County, at the head of Schoodic Peninsula and between Frenchman's and Gouldsboro Bay. Route One, from Sullivan to Milbridge, traverses its northern section, passing through the villages of West Gouldsboro and Gouldsboro. From West Gouldsboro, Route 186 makes a loop around the tip of Schoodic Peninsula, passing through the villages of South Gouldsboro, Winter Harbor, Birch Harbor and Prospect Harbor to Gouldsboro. A local road from Prospect Harbor leads easterly to the fishing village of Corea, on a neck of the main peninsula, jutting into Gouldsboro Bay.

West Gouldboro faces Flanders Bay, an arm of Frenchman's Bay, and is at the head of Jones Cove, which a small stream connects with large Jones Pond, southeast of the village. Offshore in Flanders Bay are Ash Neck, Hog Island and Calf Island. South Gouldsboro is a few miles to the south, on Bunkers Cove and with Lily Pond just east of the village. Offshore is large Stave Island and Stave Island Harbor, shared with Winter Harbor Town, next south.

On the eastern side of Schoodic Peninsula, which is mostly in Winter Harbor, are Wonsqueak Harbor, part of Schoodic Harbor; Spruce Point, jutting into the Atlantic; Bunkers Harbor, Birch Harbor, Prospect Point, Prospect Harbor, Sand Cove, Cranberry Point, Corea Village on Indian Harbor, Long Mill Cove, Newman Cove and Point Francis. Off Indian Harbor and Corea are the Sally Islands, including Western, Bar, Outer Bar, Sally and Sheep Islands and Bald Rock. Grand Marsh Bay, separating Marsh Point and Guptill Point, makes the Corea Peninsula almost an island. Grand Marsh is the southern arm of Gouldsboro Harbor, at the head of which is the village of Gouldsboro. Easterly from Gouldsboro Harbor in the northern reaches of Gouldsboro Bay are Williams Point, Timber Cove, Jetteau Point, The Narrows, Garden Point, Walls Point, Stevens Point and Tucker Cove. A narrow arm of Gouldsboro Township juts north into Township 7, into a heavily-wooded area, to include most of West Bay Pond and Upper Pond, which have their outlet into Gouldsboro Harbor at Gouldsboro Village. Forbes Pond and several brooks have their outlet at the village of Prospect Harbor.

Fish canning and packing, commercial fishing, lumbering, farming and several summer hotels, in addition to nearly a score of retail and service establishments make up the economic pattern of Gouldsboro, which has about 1,000 resident population. It was settled in 1700 and incorporated the 66th town in 1789, named for Robert Gould, one of its early proprietors. The West Bay Pond section of Township 7 was annexed in 1845 and 1870 and Winter Harbor set off as a town in 1895. Population: 3,624, compared with 1,068 in 1940.

HANCOCK—Hancock is next east of Ellsworth in the south central section of the county. It is traversed by Route One, Ellsworth to Sullivan, from which local roads branch to Lamoine, next south; to Franklin, next northeast; and to Crabtree Neck, which juts into Frenchman's Bay. A tidal inlet connecting Egypt Bay (Franklin) and Youngs Bay, an arm of Skillings River, makes of Crabtree Neck virtually an island. Route One crosses this narrow inlet over a bridge. Route 182, the Cherryfield Road, branches off Route One at North Hancock Village. Hancock Village is at the head of Crabtree Neck, Route One passing through this point to West Sullivan via a drawbridge over the Sullivan River.

Oceanward on Crabtree Neck from this bridge are Sullivan Falls and Ferry Point at the head of Sullivan Harbor, Mount Desert Ferry, the former terminal ferry point of the Maine Central Railroad on McNeil Point; and Jellison Cove, the village of Hancock Point, with Crabtree Point jutting into Frenchman's Bay. On the western side of Crabtree Neck, facing Skillings River, an arm of the bay, are

Pecks Point, Youngs Point, the village of South Hancock, Youngs Bay, Old Pond, Hills Cove and Hyde Point. Kilkenny Cove is the northern arm of Skillings River, coming up to Route One, which skirts its shore. From this point on the main highway is a beautiful view southward to Frenchman's Bay and the Mount Desert Islands.

Kilkenny Stream and several lesser brooks drain the western side of the township to Kilkenny Cove, while Egypt Stream is near the eastern boundary with Franklin, draining into Egypt Bay.

Farming, lumbering, fishing, box making and boatbuilding are the principal industries. The town has several summer hotels and more than a score of retail, trade and service establishments. It is also a summer music school center.

Hancock was settled in 1764 and incorporated the 281st town in 1828. During World War II, two Nazi spies were landed from a German submarine at Hancock Point and the alertness of a local high school youth, who described them accurately to the FBI, led to their apprehension after they had reached Boston and New York. Population: 745.

LAMOINE—next south and west of Hancock, Lamoine is almost wholly a peninsula at the northwest head of Frenchman's Bay, with Jordan River on the western boundary with Trenton, Eastern Bay on the south separating the Lamoine mainland from Mount Desert Island, and Skillings River forming the eastern boundary with Hancock. Route 184, from the junction of Routes One and 3 in Ellsworth, and Route 204 from Route 3 in Trenton are the principal highways to the various peninsula villages, which include North Lamoine, Lamoine, East Lamoine, Lamoine Beach and Marlboro. The latter village section, on the eastern side of the peninsula, was annexed from Hancock in 1929 by Act of the 85th Legislature. This accounts for two peninsula tips known as "Old Point" in the town, one at Marlboro and the other south of Lamoine village facing into Mount Desert Narrows.

Around the shore from the westerly Old Point, at the mouth of Jordan River, are Berry Cove, the former U. S. Coaling Station at Lamoine Beach, now a State Park area, Meadow Point, Timber Point, Raccoon Cove, Old Point (Marlboro), Skillings River, Mosely Point, Seal Point, Partridge Cove, and Kilkenny Cove, making the northeastern boundary with Hancock. A dozen local roads now lead off the main highways to the various interior and shore points.

Watercourses in the township include Spring Brook, with a tidal outlet into Partridge Cove; Blunts Pond, north of East Lamoine, and more than a dozen streams and brooks running into tidewater.

With a resident population of 442 persons, Lamoine is a popular vacation and cottage area, just as it had been with the Indians, who came there each summer for clams and fishing. It was the site of an early French settlement of the same name in the 17th Century and was settled as part of Trenton in 1763. It was incorporated the 425th town in 1870 and has several stores, trade establishments and tourist places. Clamming, farming and fishing are its chief industries.

Mariaville—Mariaville, in west central Hancock County, is a heavily-wooded, irregular-shaped township encompassing the northern end of Graham Lake. Its 41,971 acres contain much swamp and inland water areas. Route 181, Amherst, next north, to Ellsworth Falls, via Route 180, passes through the village of Mariaville, on the western side of the township. Route 179, Aurora to Waltham and Ellsworth Falls, is on the eastern side, both routes running generally north-south on both sides of Graham Lake, following the north-south ridges.

The eastern shore of Graham Lake and the East Branch of Union River at its head form the eastern boundary with Waltham, thence joining the boundary line with Osborn Plantation, next east. On the northeastern side of the township are Tetlow Ridge (398), traversed by Route 179; Jordan Brook and Rocky Brook, draining northern swamplands and ridges. Bisecting the northern section of the township is the West Branch of Union River and the head of Graham Lake, into which flow Jellison Meadow Brook, Warm Brook, Jellison Pond Brook, and Frost Brook, the outlet of Hopkins Pond in the northwest corner. Alden Ridge (420) and Nats Ridge (600) are in this northwestern section.

On the west central side, Dumb Brook and Little Dumb Brook flow into Garland Brook, which runs through Mariaville Village into Graham Lake just north of Tannery Brook outlet. South from Nats Ridge in this section are Tinker Hill (360), Sightly Hill (400) and Tannery Hill (360), just south of Mariaville Village.

Lumbering and farming are the chief occupations at Mariaville. It was settled in 1802 and organized as a plantation in 1820. It was incorporated the 330th town in 1836. Population: 152.

Mount Desert—Mount Desert (see Bar Harbor) is the oldest of the four Mount Desert Island towns, having been settled by the English in 1762 after a French attempt at settlement in 1613 was destroyed the same year. It was organized in 1776 and incorporated the 68th town in 1789. Eden (Bar Harbor) was set off in 1796, Cranberry Isles in 1830 and Tremont in 1848. Southeast Harbor was set off from Tremont in 1905. Its principal settlements are Northeast Harbor, Seal Harbor, Mount Desert, generally known as Somesville, Otter Creek, Asticou, Sound and Pretty Marsh.

The site of the early French settlement is now in Southwest Harbor township, at Fernald's Point, at the western side of Somes Sound Narrows. Here a party of French colonists, including Fathers Biard and Masse, landed in June, 1613, planted a cross and called the place St. Sauveur. Jesuit Spring in Fernald Cove and St. Sauveur Mountain (679), on the boundary line of Mount Desert and Southwest Harbor, are names still commemorating the event. In September of the same year, Capt. Samuel Argall, under orders of the English in Virginia, destroyed the primitive settlement, setting Father Masse and fourteen others adrift, from whence they finally reached Nova Scotia. Father Biard and others were taken prisoners back to Virginia. The first permanent English settlement was at Somesville in 1762.

Today Mount Desert Town comprises 25,120 acres in a broad belt across the center of the island and is bisected by Somes Sound, one of the few natural fjords along the Atlantic Coast. Somes Sound, a deep, five-mile-long inlet of the sea, ranging from a quarter-mile to a mile in width, runs north-south through the Mount Desert Island mountain ranges and virtually makes two massive lobes of the whole island.

Somewhat less than half of the Acadia National Park area on the eastern lobe is in the Town of Mount Desert, while two large Recreational Demonstration Areas of the Park are within the township limits on the western lobe. Southwestern park boundaries are generally back from the shore areas on the eastern side.

Route 3 from Bar Harbor follows the shore area on the eastern side through Mount Desert Town, passing through the villages of Otter Creek, a fishing and vacationing resort center; Seal Harbor, a similar center, where the Rockefellers and the Fords have their summer estates; Asticou, a summer resort center, named for the Indian chief who ruled the area when the French arrived in 1613; and Northeast Harbor, on a peninsula at the mouth of Somes Sound, formed by the Sound and Northeast Harbor inlet. This entire southeastern section of Mount Desert Island, with its principal harbors and lesser coves, affords coastal scenery of great beauty, looking out from high points to the Cranberry Isles, Southwest Harbor and the Atlantic Ocean. Northeast Harbor Village is the principal resort section, with famous summer hotels and tourist homes, an 18-hole golf course and a name as a yachting center that annually brings it hundreds of palatial yachts, racing boats and cruise ships of all sizes.

Route 3 connects at Northeast Harbor with Route 198 to Somesville and the highway entrance to Mount Desert Island and the mainland on the route to Ellsworth. A spectacular auxiliary road north from Northeast Harbor is Sargent Drive, along the eastern shore of Somes Sound, rejoining Route 198 south of Sound Village.

Shore points from the Otter Creek boundary with Bar Harbor town line westerly to Somes Sound, all reached by a number of local roads, include Western Point, Hunters Beach Cove, Ingraham Point, East Point, Seal Harbor, Dodge (Crowinshield) Point, Bracy Cove, Pierce Head, Asticou (at the head of Northeast Harbor), Bear Island, with its lighthouse, off the mouth of the harbor; Sargent Head, at the tip of Northeast Harbor Peninsula; Gilpatrick Cove, and Manchester Point. Sargent Cove and Sargent Point are at the northeastern head of Somes Sound.

Back from the shore, from Otter Creek westerly to Somes Sound, are the following mountains, lakes and streams, mostly within Acadia National Park boundaries: The Black Woods (250), at Western Point; Hunters Brook, emptying into the cove of the same name; The Cleft (460), Day Mountain (610), The Triad (720), Pemetic Mountain (1262), Barr Hill (341), west of Seal Harbor; Redfield Hill (324); The Bubbles (872), at the head of Jordan Pond, which outlets through Jordan Stream into Long Pond and Bracy Cove; Little Harbor Brook, Asticou Hill (461), Penobscot (Jordan) Mountain (1194), Sargent Mountain (1373), Cedar Swamp Mountain (982), Gilmore Peaks

(1060), Parkman (Little Browns) Mountain (974), Upper and Lower Hadlock Ponds, and Norumbega (Browns) Mountain (880), which slopes precipitously to the eastern shore of Somes Sound between Sargent Drive and Route 198.

It was over the mountains on the northern boundary with Bar Harbor that the great fires of October, 1947 (see Bar Harbor), swept for short distances into the town of Mount Desert and for a time raised fears for the safety of Somesville, Sound, Northeast Harbor, Seal Harbor and Otter Creek. All available manpower and apparatus from the southern villages on the island were mobilized and fought the flames approaching these beautiful areas, while the womenfolk went on emergency duty supplying the men with food and coffee. For nearly a week the battle went on, the firefighters giving ground stubbornly and when the flames at last were controlled at the end of the week they had been stopped at Route 198 at the head of Somes Sound; on the northern slopes of Sargent Mountain; at the head of Jordan Pond after sweeping The Bubbles; and just over the summit of Eagles Crag, northwest of Otter Creek Village. At these points the burn penetrated not more than a half-mile, at the most, into Mount Desert Town area.

Here, again, the performance of the townspeople in the crisis must be recorded to their historic credit. Men, women and children gave their utmost to their allotted tasks until the emergency was over. One elderly Northeast Harbor lady stayed on her feet for 54 hours, averaging ten pies an hour to provide food for the firefighters.

When the emergency was over she commented: "We can thank Almighty God and the Rockefeller carriage roads that so many places were saved." It was mostly the carriage roads in the Park area, constructed for public use by the Rockefellers, that gave the firefighters access to the heavily-wooded mountain areas and made it possible for them to meet and stop the fireline.

At the head of Somes Sound are Bar Island, Squantum Point and Sheep Island, the latter in Somes Harbor, on which is situated the Village of Mount Desert, or Somesville. This entire western and southwestern lobe of Mount Desert Island was entirely untouched by the forest fires. Somesville is on Route 102, which makes a loop around the western lobe of the island from the main highway entrance at Mount Desert Narrows. This western section of Mount Desert township, from Somes Sound to upper Blue Hill Bay, is cut by several large lakes and contains several mountains. From Somes Harbor south along the western shore of the Sound are Mason Point, the village of Hall Quarry, Acadia (Robinson) Mountain (681), St. Sauveur (Dog) Mountain (679) and Valley Cove, on the Southwest Harbor boundary line.

West of Somesville is Somes Pond, draining into Somes Harbor; Long Pond, Great Brook, Duck Pond, Round Pond, Little Round Pond and Ripple Pond, all in an extensive system draining into Somes Pond. Echo Lake and Denning Brook also drain into a southern arm of Somes Harbor. At the southwestern end of Echo Lake, Beech Cliff and Carter Nubble (480) rise steeply as the northern slopes of Beech Mountain (Southwest Harbor).

On the western side of the township, fronting Bartlett Narrows, is Pretty Marsh Village, with Pretty Marsh Harbor. West Point, Mill Cove and Squid Cove are on a deeply indented peninsula running west from Pretty Marsh. Bartlett Island is a large (3.36 sq. mi.) island offshore from Pretty Marsh. It is heavily wooded and contains nearly a score of buildings now used as a summer youth camp. Ridges and hills rise to more than 200 feet, affording magnificent views of the Blue Hill Bay-Mount Desert Island area. Clockwise from Eastern Point, its southern tip, shore points include Dogfish Cove, Dogfish Point, Seal Cove, Alley Point, Western Point, Rock Point, North Point, Galley Point, Barn Cove, Great Cove and Birch Island Cove. Lookout Ledge (280) and Old Field Hill (200) are its high land points.

Northeast Harbor is the principal village of Mount Desert and the town of more than 2,000 resident population is constantly growing. Each village has its complement of retail, service and professional establishments, which total more than 100 for the town as a whole. Boat building, canning, contracting, dairying, fishing, quarrying, sawmills, and the vacation industry are its principal economic activities. The town has seven churches, four libraries, a high school and two of the largest and best known summer hotels on the island, the Kimball House and Asticou Inn, both at Northeast Harbor, as well as several others in the other villages. Population: 1,867.

ORLAND—Orland lies between Bucksport and Ellsworth in southwestern Hancock County, the Eastern Channel of the Penobscot River forming its western boundary. The pretty Orland (Narramissic) River flows into the Penobscot at Gross Point and Routes One-A and 3 between Bucksport and Ellsworth cross the Orland River at Orland Village. East Orland Village is a few miles to the east on the same joint routes, on a stream connecting Toddy Pond and Alamoosook Lake, on which is located a Federal Fish Hatchery. Hothole Pond, Craig Pond and Heart Pond, Hothole Brook, Moosehorn Brook, Gulch Brook and Meadow Brook also are tributary to the Alamoosook system, which drains into Orland River.

Prominent elevations in the town are Great Mountain (1037), Flag Hill (952), Flying Moose Mountain (916), Oak Hill (880), Mason Mountain (601), Mead Mountain (675), Blaisdell Hill (560) and Hedgehog Hill (521). Rocky Pond is on the eastern boundary with Ellsworth and the northern end of Upper Patten Pond (Surry) is on the southeast boundary. From Orland Route 15 runs south to Blue Hill. Several other local roads traverse the township.

Farming, lumbering, youth and vacation camps are the principal activities in the town of some 1,054 population, which has more than a score of retail, service and trade establishments. Orland was settled in 1764 by Joseph Gross from Fort Pownal. It was incorporated the 123rd town in 1800. Five Red Paint Indian cemeteries, together with many Indian relics, have been found along the shore of Alamoosook Lake. A cave more than 60 feet in depth and containing several rooms also has been found on the slope of Great Mountain.

OTIS—Otis is a small lumbering and farming town on the west central side of the County, with several scores of vacation and sporting lodges, especially on Beech Hill Pond, in the southeastern corner of the town. Route 180, from Ellsworth Falls, traverses the eastern side of the township to Clifton (Penobscot County), giving access by way of a dozen or more local roads to the various lake and forest areas and to the neighboring areas of Mariaville on the east.

Beech Hill Pond is the largest lake. Other water areas include Floods Pond, parts of Burnt and Grassy Ponds, Lily Pond, Youngs Pond, another Burnt Pond in the same township and Rocky and Muddy Ponds, the latter three flowing into Green Lake, in Ellsworth, next south. Beech Hill Pond and Floods Pond flow into the Union River in Mariaville, next east, through Beech Hill Stream, Tannery and Garland Brooks. Watercourses leading to and from the larger pond areas to these streams, all in the central and northern sections of the township, include Harvey Schoolhouse, Upper Tannery, Roberts, Mosquito, Dumb and Little Dumb Brooks. Grotto Hill, south of Beech Hill (580), south of Beech Hill Pond, and several other elevations of approximately the same height, are on the western side of the township, with the terrain rising sharply again on the northern boundary with Clifton.

Otis was settled in 1808 and named for Joseph Otis, one of the original proprietors. It was incorporated in 1835 as the 327th town. It contains several stores and service establishments. Population: 109.

PENOBSCOT—north of Castine and Brooksville in southwestern Hancock County, Penobscot is an irregular-shaped township at the head of Penobscot Bay. Its 30,737 acres are all that remain of a much larger area once comprising most of the peninsula on the eastern side of Penobscot Bay. As Pentagoet, a French name derived from Indian origins, it was a popular locale with the red men when the first white men arrived in the area. White settlement dates from 1760 and it was incorporated in 1787 as the 49th town. Castine was set off in 1796 and parts set off to Brooksville and Castine in 1817, and to Surry in 1843. Its present boundaries were completed with annexation of parts of Surry in 1845, Blue Hill in 1845, and Sedgwick in 1857. Another part was set off to Castine in 1927.

The name "Penobscot" comes from the Indian "penops," which means "rocky," and "auke," which means "place." The historic name of the "Penobscot" was given to the great area of Eastern Maine bounded by the Kennebec River tracts (Province of Maine), the Province of Nova Scotia (Passamaquoddy), Canada and the Atlantic Ocean. More than 60 French and English variations of the name have been used in historical documents, including Penobskeag, Penobscook, Pentaquevette, Pentagoet, Panouanske, Panawanskeg and Panouske.

The present town of Penobscot comprises the northern part of the Castine Peninsula and land areas south of Orland, west of Surry and Blue Hill, and north of Brooksville. It is nearly bisected from the south by an inside bay enlargement of the tidal Bagaduce River, which opens into two large arms, Northern Bay and South Bay. The western, or Castine Peninsula side of the township, is traversed by Routes 166 and 175 on the Penobscot Bay shore and by Route 199 on the

Bagaduce River shore. The village of West Penobscot is on Route 175 on the Penobscot Bay shore. The villages of Penobscot and South Penobscot also are on Route 175, where it loops around the side of Northern Bay (Bagaduce River). Another major town highway leads from Penobscot Village northeasterly to North Penobscot Village, on Route 15 between Orland and Blue Hill.

From The Narrows, or Bagaduce River entrance to its inner bay, shore points clockwise around the Blue Hill-Sedgwick-Brooksville boundary corner include Wardwell Point, Littlefield Cove, Grindle Point, Hutchings Cove, Penobscot and South Penobscot Villages, Johnson Point and another Narrows on South Bay. Clement Brook drains the upper Castine Peninsula and extensive swamp areas into Penobscot Bay at Morse Cove, in a section where a peat moss processing operation has been established.

In the northern area of the township are Wallamatogus Mountain (470) and Montgomery Mountain (340), north of which, and extending into Orland, is another extensive swamp area. Pierce Pond, emptying into Northern Bay, lies northwest of Penobscot Village, and Wight Pond lies due east, with its Winslow Stream outlet at South Penobscot Village. The northeastern corner of the township in the North Penobscot Village section, extends over easy-rolling slopes to the western shores of Toddy Pond (Orland-Surry-Blue Hill). Several brooks and lesser watercourses lead to and from the various ponds and lakes.

With about 700 population, Penobscot has more than a score of retail and service establishments, as well as the peat moss operation, a boat yard, canning plant, brickyard, sawmills, vacation camps and tourist inns. It has a high school, Clark High, and a town manager-selectmen form of government. Lumbering, farming and small industry are its chief economic components.

SEDGWICK—Sedgwick occupies the south central part of the Penobscot Peninsula, bounded by Brooklin on the east, Blue Hill and Penobscot on the north and Brooksville on the west. Its southern shore faces on Eggemoggin Reach, the thoroughfare between Deer Isle and the mainland, which connects Penobscot Bay and Blue Hill Bay. Watercourse boundaries on the east and west make Sedgwick virtually a complete peninsula in itself. On the west the Bagaduce River and Walker Pond make a boundary with Brooksville, except for the narrow ridge between Walker Pond and Eggemoggin Reach. On the east, the Benjamin River, a tidal inlet of Eggemoggin Reach, extends northward through a sea-level valley into which some brooks flow into Benjamin River and others into the southern end of Salt Pond, Blue Hill.

Sedgwick Village is on Routes 172 and 175, at the head of tidewater on the Benjamin River. North Sedgwick Village is on Route 172 at the head of Salt Pond. Sargentville, on Billings Cove of Eggemoggin Reach, is the principal village section and from Bayard Point, southwest of the village and on Route 172, the Sedgwick-Deer Isle toll suspension bridge, one of the highest in Maine, crosses to Little Deer Isle. Route 175 leaves Sargentville Village to traverse the western side of the township peninsula to the village of Brooksville, across the

Bagaduce River. In addition to the numbered State Routes, another principal town highway leads from North Sedgwick northwesterly to the Bluff Head section on the Bagaduce River, joining Route 175 near where it enters the Town of Penobscot. A dozen or more other local roads lead to the various shore areas and through the central sections of the township. Black and Frost Ponds are in the center of the township, with several streams leading from them into the Bagaduce River in a northwesterly direction. The Sedgwick terrain is mostly rolling, wooded and rocky hills at an average elevation of 300-400 feet.

With its scenic highways and extensive shore frontage, Sedgwick is a popular vacation, camp and tourist town, its industries also including canning, lumbering, farming and market gardening. It has more than a score of retail and service establishments, a high school, and public library.

Sedgwick was settled in 1763 and incorporated the 59th town in 1789. Part was set off to form part of Brooksville in 1817, a part set off to Blue Hill in 1831, a part set off to form Brooklin in 1849 and a part set off to Penobscot in 1857. It formerly was known as Naskeag, from the Peninsula which is now the Town of Brooklin. Population: 614.

SORRENTO—one of the smallest towns in Maine in land area, Sorrento's 2,470 acres comprise the Waukeag Neck peninsula at the head of Frenchman Bay, south of the Town of Sullivan, from which Sorrento was set off in 1895 and incorporated the 458th town. Settlement dates back to 1762. Route 185, an offshoot of U. S. Route One in Sullivan, loops around both sides of the peninsula, with several side roads leading to shore points and into the village of Sorrento on Beans Point at the southwestern tip of the peninsula.

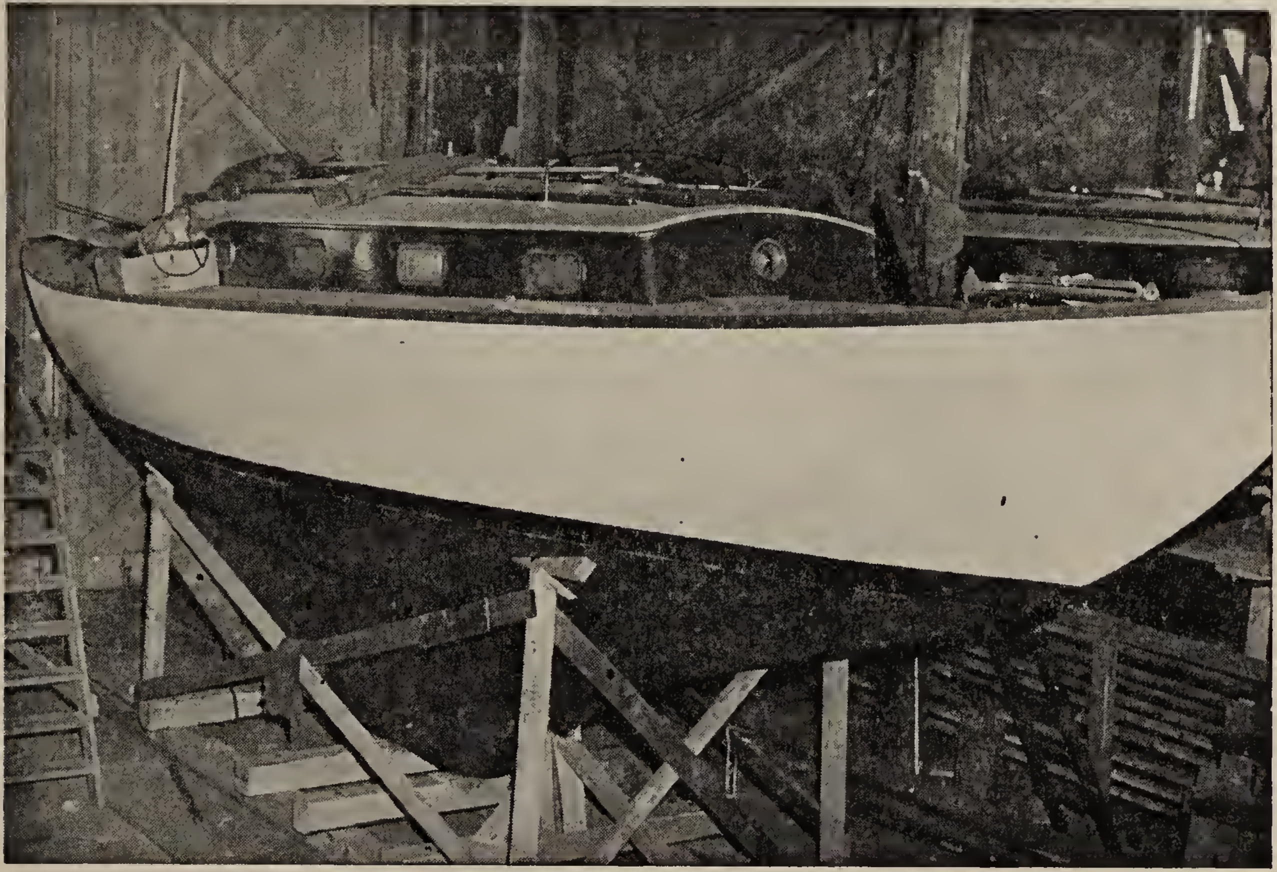
The narrow isthmus connecting the peninsula with the mainland is formed on the west by Long Cove, an arm of Sullivan Harbor, and on the east by Flanders Bay. Sullivan Harbor and Flanders Bay are on west and east sides of the peninsula, with Sorrento Harbor and Eastern Point Harbor on the south, sheltered from the open sweep of Frenchman's Bay by Dram and Preble Islands. Other offshore islands are, in Sullivan Harbor, Beans and Ingalls Islands; and, in Flanders Bay, Sheldrake, Ash and Soward Islands. A small nubble south of Sheldrake Island is known as Junk of Pork. Besides Sorrento Village, the only other village section is Marlboro, on the eastern side. Back Cove is a large, sheltered anchorage north of Sorrento Village and Beans Point.

Fishing and the vacation industry are the mainstays of a resident population of 207 persons, served by several stores and retail establishments and a small public library.

SOUTHWEST HARBOR—on the western side of Somes Sound, Mount Desert Island, Southwest Harbor is a boat-building, fishing and vacation resort town formerly part of Tremont, next west, from which it was set off and incorporated the 470th town in 1905. Continuous settlement dates from 1770, although it was here at Fernald Point, that Fathers Biard and Masse, S.J., first attempted a settlement in

June of 1613. In September of the same year, Captain Samuel Argall destroyed the mission at the foot of St. Sauveur Mountain and dispersed the settlers, including the two Jesuits.

The Southwest Harbor-Mount Desert Town boundary lies in Valley Cove of Somes Sound, just north of Fernald Cove and Flying Mountain (284), a foothill of St. Sauveur Mountain (670). East to west, along the northern boundary of the township are Beech Mountain (839), Mansell Peak (949) and Bernard Mountain (1071), both formerly known as the East and West Peaks of Western Mountain. The southern end of Long Pond thrusts into the steep valley between Beech Mountain and Mansell Peak. Great Brook flows north between Mansell Peak and Bernard Mountain into Long Pond (Mount Desert Town).



***A 34′ 2″ Sou'wester at the Henry R. Hinckley & Company Boatyard, Southwest Harbor***

These mountains on the northern boundary of the town are now parts of Acadia National Park territory and the entire western boundary of the town with Tremont also runs almost entirely through park territory. On this western side is the Marshall Brook watercourse, draining the Western Mountain area to the tidal area at Tremont Village, at the head of Bass Harbor. The western and southern boundary corner of the town is at Ship Harbor, also in the Park area, where, in 1740, the 300-ton ship *Grand Design,* carrying passengers from Northern Island, landed safely after running aground the night before on Long Ledge, off Bennett Cove, less than a mile to the eastward.

A considerable section of the southwestern part of the township northeast of Ship Harbor is Park territory, which here contains popular Seawall Public Campground. The Seawall section, which includes a point of the same name jutting into Western Way, the thoroughfare between Southwest Harbor and Great Cranberry Island, next east, is named for the long wall of boulders built up along the shore by the sea over the centuries. Seawall is a popular resort section and village. Next north, on the southern shore of the harbor for which the town is named, is another popular resort and fishing village section, known as Manset. West inland from Manset is a 171-foot hill known as Hio, standing out from the low-lying coastal terrain, which has a large swamp area known as the Big Heath, now in the Park area.

Southwest Harbor Village is on Route 102 at the head of a small peninsula at the mouth of Somes Sound. Clark Point is at the tip of this village peninsula and large Greening Island, with Sand Point and Western Point, lies offshore in the mouth of the Sound. Norwood Cove, skirted by Route 102, is at the northern side of Southwest Harbor Village. West of the village inland are Freeman Ridge (200) and Clark Ridge, in the Marshall Brook section.

In addition to its small coastal industries and popularity as a vacation and yachting center, Southwest Harbor is the principal shopping and service center on the southern side of Mount Desert Island, and has several score retail, service and professional establishments. It has a high school, the Causeway Golf Club, a seafood canning plant, a yacht club, several boat-building yards, a sawmill, a theater, two small public libraries at Manset and Southwest Harbor Village, and a branch of the Bar Harbor Banking and Trust Company. Several large summer hotels and a number of tourist establishments also add to the town's economy. Population: 1,523, a gain of 20.9 per cent over 1940.

STONINGTON—at the southern tip of Deer Isle, Stonington is a fishing and quarrying center of 1,657 resident population and the principal business center for the island area at the eastern mouth of Penobscot Bay. More than a score of retail, service and professional establishments draw upon its coastal industry activity, which also includes seafood canning, boat-building, wood-working and a growing vacation business throughout the entire island area.

In addition to its early renown as a small seaport, Stonington, as the name implies, has long been known for its granite quarrying. Its high-quality pink granite, which underlies all of Deer Isle and other islands in this area, has been shipped to many metropolitan centers along the Eastern Seaboard, notably Boston, New York, Philadelphia and Washington. A local saying has it that a native going to Boston feels at home, since most of Boston's older streets are paved with Stonington granite. The granite is such that large blocks of 100 tons or more easily may be cut, lending to its demand for such large structures as the piers of the George Washington Bridge across the Hudson River and New York's Triborough Bridge. Granite for the latter structure employed more than 200 men for two years. A further advantage for quarrying in the area is that the stone may be loaded at tidewater almost directly from the quarries to the barges. A half-dozen quarries are located around Stonington Village itself and on Moose Island, connected to the larger island by a bridge. Other quarries, active or inactive over the years as the demand fluctuates, are located on Crotch, Green and Russ Islands just off the village.

Crotch is the largest of more than a score of islands between Stonington Village and Isle au Haut (Knox County), still farther offshore to the south. It is a U-shaped island with a long cove, Mill Cove, almost bisecting it. Other larger islands in the township south of Deer Island Thoroughfare, south of the village, include Mark Island, with Deer Island Thoroughfare lighthouse, Farrel, Georges Head, St. Helena, Wreck, Round, McGlathery, Bare, Coot, Camp, Spruce, Devil, Bold, Milletts, Saddleback and Sheep Islands.

Shore points on the southern end of Deer Isle in Stonington Township, from west to east, include Crockett Cove, Burnt Cove, on which is the village of West Deer Isle, Fifield Point, Moose Island, Greens Head, Stonington Harbor, Webb Cove, Whitmore Neck, Cat Cove, Southeast Harbor and Inner Harbor, on which is located the village of South Deer Isle (Deer Isle Town). Whitmore Neck is actually two island-shaped peninsulas connected by a causeway on the northeastern side of the township. On the outer peninsula (or island) is the vacation and fishing village of Oceanville.

Route 172 from Deer Isle loops around the Stonington Peninsula and more than a dozen local roads lead to the various shore and peninsula points. Burntland Pond is the largest of several freshwater ponds emptying into watercourses and swamp areas draining the inland sections of the township into the various oceanfront coves. Highest elevation is 170 feet on Whitmore Neck.

In common with the entire Deer Isle area, Stonington and its region have rich traditions of seafaring and coastal fishing and local legend has its tales of smuggling, especially rum-running during the Prohibition Era, as well as trading voyages to the Seven Seas. Deer Isle young men have a wide reputation as sailors and navigators and it has not been uncommon to find entire crews of large yachts and similar-sized craft, from skipper to cabin boy, of Deer Isle men.

In Stonington Village is the Eastern Penobscot Archives Museum, founded by Dr. B. Lakes Noyes, containing an extensive collection of geologic and historic relics, documents and antiques of the Penobscot Bay Region, housed in a distinctive structure of long granite blocks.

In addition to its business activities, Stonington has four churches, a small library, a weekly newspaper (*Island Ad-Vantages*), a high school and a theater. Containing 6,368 acres of land, it was set off from Deer Isle and incorporated the 462nd town in 1897. Although well known to the Indians and early explorers and traders, modern settlement dates only to 1762.

SULLIVAN—east of Hancock Town along U. S. Route One, Sullivan is in the southeastern section of Hancock County, fronting on Sullivan Harbor and Flanders Bay, two northern arms of Frenchman's Bay. Taunton River, crossed by U. S. Route One from Waukeag Village (Hancock Town) to West Sullivan Village, is a broad tidal inlet connecting Taunton Bay (Franklin) on the north and Sullivan Harbor on the south at Sullivan Falls, a sometimes spectacular tidal drop of

12 feet at this point less than a mile southeast of the highway bridge. Falls Point, a slender peninsula leading from Route One on the Sullivan side, narrows the river to less than 1,000-feet width at the Sullivan tidal falls.

Sullivan, East Sullivan and Ashville, the latter on the southern boundary with Gouldsboro, are village sections of the township along Route One, as it runs eastward toward Washington County. North Sullivan Village is on a spur of Route One from West Sullivan, on an unnumbered route looping along the shores of Taunton and Hog Bays to the village of East Franklin. Several granite quarries are located on side roads leading inland from North Sullivan to the northeast corner of the township and into Franklin township, next north. From Route One at Sullivan Village, another town road leads north to East Franklin Village. From East Sullivan Village, Route 183 leads northeast to Tunk Lake Station on the Maine Central Railroad and to the Tunk Lake area in the northeastern corner of the township, from whence it dead-ends on the Tunk Lake shore in Township 7, next east of Sullivan. From Ashville a local road leads to Morancy Pond, which also juts into Township 7.

Flanders Pond, reached by local roads from Route 183, is the largest lake in the town, which also contains the southern end of Tunk Lake, Little Tunk Lake, Long Pond and Basin Pond. Flanders Stream is the principal inland watercourse, from the pond to Flanders Bay at East Sullivan Village. Long Pond Brook flows north from the center of the township to join Schoodic Bog Brook at East Franklin, on Hog Bay. Basin Pond Brook drains to tidewater at Sullivan Village and another large watercourse drains an extensive swamp area traversed by the Sullivan-East Franklin road to Sullivan Harbor above the Falls.

Prominent elevations in the town include Tucker Mountain (397) and Baker Hill (340), both north of Route One between Sullivan and East Sullivan Villages; Long Pond Hill (405), just north of the Pond in the center of the township; a ridge of 300-foot-high knolls on the western shore of Flanders Pond; Beech Ridge (500), west of Little Tunk Lake; and the western slopes of Peaked Mountain (Township 7), rising to 560 feet on the northeast boundary of Sullivan township.

With its mostly wooded hill, lake and swamp terrain, lumbering, farming, quarrying and the tourist-vacation industry are principal activities of Sullivan's population of 760 residents. Hunting and fishing are popular attractions in the area and the Big Chief sporting camps between Tunk Lake and Little Tunk Lake are widely known. The villages along Route One lean heavily on the tourist industry and the town supports more than a score of retail service and trade establishments, along with several summer hotels.

Sullivan previously has been known as Waukeag and New Bristol. It was settled in 1762 and incorporated the 67th town in 1789. Part was set off to Hancock in 1828 and Waukeag Neck was set off to form Sorrento in 1895. Part of Township 7 was annexed in 1899.

Surry—next south of Ellsworth, Surry is a pretty farming, lumbering, fishing and vacation town extending from the west side of Union River Bay to western and northern boundaries on Toddy and the Patten Ponds. Its three village centers for some 464 resident population are East Surry, on the west bank of the mouth of Union River; Surry, at Patten Stream outlet to Patten Bay; and South Surry, on Newbury Neck, a long, narrow, north-south peninsula, with Union River Bay on the east and Morgan Bay (Blue Hill) on the west. Easy-rolling wooded and farm terrain characterize its landscape, drained principally by Upper and Lower Patten Ponds and Patten Stream and Mill Brook Stream, which also outlets into Patten Bay at Surry Village.

East Surry and Surry Village both are on Route 15 between Ellsworth and Blue Hill. Other town roads lead to the Patten Pond area, along Mill Brook Stream to Toddy Pond and a junction with Route One-A in Orland next northwest; and to East Blue Hill and Newbury Neck. Other shore access roads lead to various shore points. These include, on the eastern side of Newbury Neck, Burnt Point, High Head, Curtis Cove, South Surry, Hopkins Point, Haskell Point and The Carrying Place, a narrow stream at the northern end of the Neck, providing a passage between Union River Bay and Morgan Bay. A broad cove about midway along the western side of the Neck is called The Nook and faces small Jed Island.

Surry is a favorite spot for summer vacationers and has many seasonal cottages and camps, both on its bay frontage and on Toddy and the Patten Ponds. Patten Bay, in winter, is a rendezvous for smelt fishermen, whose ‘‘shacks’’ and tents dot the ice-covered inlet. Alewives are taken from Patten Stream during the spring spawning migration.

More than a dozen vacation lodges, tourist places, retail and service establishments are located in the town, along with a summer theater of wide renown, the Surry Playhouse.

Surry was settled in 1785 and incorporated the 146th town in 1803. Parts were set off to Ellsworth in 1809 and 1829 and part of that city annexed in 1821. Parts of Penobscot were annexed in 1843 and 1845.

Swans Island—Swans Island Township comprises most of the so-called Burntcoat group of islands lying off the mouth of Blue Hill Bay, southwest of Mount Desert Island. Swans Island, with 5,875 acres, is the largest of the group, irregularly-shaped and indented with a dozen large coves, most of which provide excellent harbors and anchorages, making it a haven for fishing craft and yachts. The large island has three villages, Swans Island and Minturn, on opposite sides of Burntcoat Harbor; and Atlantic, on Mackerel Cove, on the northern side of the island. Several summer hotels and stores serve the population of 462 persons, which is increased considerably during the summer season. Two granite quarries also are located on the island.

Shore points clockwise around the island from West Point include Swans Island Head, Seal Cove, Buckles Harbor, Mackerel Cove, Atlantic, North Point, Joyce Beach, East Point, Stanley Point, Long Cove, Minturn, Burntcoat Harbor, Swans Island Village, Burntcoat Harbor Lighthouse, Toothachers Cove, Sand Cove and Irish Point.

Lesser islands north of the large island, on Casco Passage, include Round Island, The Triangles, Orono Island, Buckles Island, Phinney Island, Black Island, Sheep Island, Eagle Island, Johns Island and Opechee (Calf) Island.

Marshall Island is second largest of the group and southwest of Swans Island. Its shore points include Devils Head, Sand Cove, Lower Head and Boxam Cove. Smaller islands in the southern group include Hat, Three Bush, Saddleback, Ringtown, Heron, Brimstone, Harbor and the Baker Islands. Mason Ledge and Black Ledge are still further out in the Atlantic, southeast of Marshall Island.

Champlain visited this island group on his exploration voyage in 1604 and they were purchased in 1765 by Col. James Swan of Fifeshire, Scotland, who established a colony there. Earlier attempts at settlement had come to a tragic climax in 1750, with an Indian massacre, when the captured survivors were sold into slavery to the French in Canada. The story is told in Drake's "Tragedies of the Wilderness."

The township was organized in 1834 and incorporated in 1897 as the 465th town.

TREMONT—Tremont is the fourth of the Mount Desert Island towns, on the southwest side of the island. It was settled in 1762 and originally was part of the town of Mount Desert, from which it was set off and incorporated in 1905.

Tremont's boundary with Southwest Harbor begins, in the south, at the head of Ship Harbor, and extends northwestward along Marshall Brook to near the head of tidewater; thence in a straight line through the summit of Bernard Mountain (1071) (West Peak of Western Mountain) to the Mount Desert Town line just east of Pine Hill; thence north through the Hodgdon Pond; thence westward into Blue Hill Bay.

Shore points west and northwest from Ship Harbor include Bass Harbor Head and lighthouse, McKinley Village, Bass Harbor, Tremont Village, Bernard Village, Lopaus Point, Mitchell Cove, Duck Cove, Nutter Point, Goose Cove, West Tremont Village, Dix Point, Latty Cove, Dodges Point, Seal Cove and Seal Cove Village, Reed Point, Moose Island, Sawyer Cove, Somes Cove and Hodgdon Cove, to the Mount Desert Town line. The latter three coves are on the eastern shore of Pretty Marsh Harbor (Mount Desert Town).

Hodgdon Pond, in the northwestern corner of the township, connects by a small stream with large Seal Cove Pond, which outlets into Seal Cove at Seal Cove Village. Marshall Brook, also in Southwest Harbor town, is the other principal watercourse, with several northern and southern branches draining the Western Mountain slopes, as well as the Big Heath swamp area between the two towns. The confluence of Marshall Brook's northern and southern branches forms a long, narrow pond northeast of Tremont Village.

Prominent elevations, in the town, in addition to Bernard Mountain (West Peak), include Mt. Gilboa (180) and Burnt Hill (160), both northwest of Tremont Village; Murphy Hill (160) and Robbins Hill (220), on southern and northern sides, respectively, of Seal

Cove Harbor; Billings Hill (160), near Sawyer Cove; and Pine Hill (240), at the northeastern end of Seal Cove Pond.

Within Acadia National Park limits are Pine Hill, with a picnic area; the entire western slopes of Bernard Mountain to the eastern shoreline of Seal Cove Pond; thence an irregularly-shaped area extending southeastward and including Bald Mountain (422), Oak Hill (260) with a picnic area, Mt. Gilboa and the Marshall Brook northern watercourse to Tremont Village. Another section of the Park area extends from the Big Heath area (Southwest Harbor Town) to encompass Ship Harbor and Bass Harbor headland.

Route 102 leads from Southwest Harbor Village through Tremont Village, to Baldwins Corners, West Tremont Village, Seal Cove Village and Center Village, thence to Pretty Marsh Village (Mount Desert Town), all around the southwestern perimeter of Mount Desert Island. Local roads lead from Route 102: At Tremont to McKinley Village; at Baldwins Corners to Bernard; at West Tremont to Goose Cove and Latty Cove; at Seal Cove Village around the western town peninsula to Center Village; and to all other prominent coves and shore points. Other local roads give access to inland and mountain sections, the most developed leading from the Seal Cove Village and Pond area eastward through the Clark Ridge area to Southwest Harbor Village.

Offshore islands in the township include Gotts and Little Gotts Islands, due south of Bass Harbor Head; Trumpet, Ship, East Barge and West Barge, Bar and Tinkers Islands, southwest of Seal Cove in Outer Blue Hill Bay; and Moose Island, off the western peninsula in Blue Hill Bay.

With a population of 1,115 persons, Tremont has two sardine and fish canning plants, five boat-building yards, and more than a score of retail and service establishments. Several tourist resorts and restaurants are among business activities which have made the vacation-travel industry important to the town in the past quarter-century. Fishing and lobstering still are among the town's mainstays, as in its earlier years, and recent developments in the limited agriculture of the town have been in the poultry industry. Tremont Memorial Library at Bernard has several thousand volumes. Vacation cottage and residential construction has expanded rapidly in recent years.

Trenton—Trenton is an 11,827-acre township occupying the peninsula south of Ellsworth, on the mainland approach to Mount Desert Island. The peninsula is bounded on the east by Jordan River and Mount Desert Narrows; on the south by Western Bay; and on the west by Union River Bay. A small segment of the township limits takes in the northwestern tip of Mount Desert Island, where the Route 3 State Highway drawbridge crosses Mount Desert Narrows from the mainland to Thompson Island and thence over a set bridge to Mount Desert Island. The Trenton-Bar Harbor town boundary line is at the junction of Routes 3 and 102-198, at the highway entrance to Mount Desert Island, and follows along Route 3 for about a half-mile before striking northeast and thence north into Mount Desert Narrows. The Mount Desert Island Information Bureau is located at this highway junction entrance to the island.

Route 3 from Ellsworth runs down the eastern side of Trenton Peninsula to the Mount Desert Narrows Bridge. Trenton Village is scattered along Route 3 for more than a mile north of the bridge. On the eastern side of the highway here is the modern Bar Harbor Airport, used during World War II as a Naval Air Station. Northeast Airlines inaugurated daily scheduled passenger service in the summer of 1950 and it is used the year-around for charter service.

Route 204, at the northern end of the peninsula, connects Route 3 with the highways in the various sections of Lamoine, next east. Route 230 also connects with Route 3 just south of Trenton Village, to loop around the southern and western sides of the peninsula, passing through the village of West Trenton, at the head of Goose Cove. Here a local road also cuts northwestward across the peninsula to Route 230 as it skirts Union River Bay to the village of Bayside, on a small cove near the Ellsworth town line.

Westward from the Mount Desert Narrows drawbridge, shore points include Haynes Point, Goose Cove, Alleys Island, Oak Point, another Haynes Point and Bayside Village. Local roads lead from the main highways to the various shore points, including a bathing beach at Southwest Point.

Limited farming, fishing and the vacation-travel industry are the principal economic activities in the town, with roadside tourist developments and service establishments showing considerable expansion along Route 3. Cottage construction along the Route 230 shore road also has gained greatly during the past 25 years. The peninsula is largely wooded, with extensive swamp areas in the northern, central and southern sections. The terrain is mostly level, except for a 100-foot elevation at the southern end and a 140-foot hill just west of West Trenton Village.

Preceded by earlier French settlements at the southern end of the peninsula, English settlement dates to 1763. The grant to the Thorndike family by the Plymouth Colony in 1752 was confirmed by Massachusetts in 1785. Trenton was incorporated the 65th town in 1789. Parts were set off to Ellsworth in 1809 and to Hancock in 1828. Part of Eden (Bar Harbor) was annexed in 1849 and part was set off to form Lamoine in 1870. Population: 357.

Verona—the town of Verona comprises a large (3,994 acres) island in the Penobscot River at the head of Penobscot Bay, separated from Bucksport and Orland by the Eastern Channel and from Prospect and Stockton Springs (Waldo County) by the Western Channel. The Waldo-Hancock Suspension Bridge (see Bucksport) crosses the northern tip of Verona Island from Prospect to Bucksport. A town road encircles the shoreline of the island at an average 100-foot elevation and provides beautiful scenic views of Penobscot Bay and surrounding countryside. McCloud Mountain (334), on the northern end of the island, is the highest elevation. Verona Village is at the northern tip facing Bucksport and Verona Park is a vacation cottage development on the northwestern side south of the bridge. Half a dozen local streams drain the higher elevations to the Penobscot River channels.

Several local stores and service establishments serve the island residents and vacationers. Verona Village is the site of a former shipyard, where the last vessel launched was the *"Roosevelt,"* which Commander Robert E. Peary used on his final Arctic expedition, when he located the North Pole.

Verona Island formerly had been named Lett Island, Orphan Island, Penobscot Island, Wetmore Isle, Buckstown Island and by several Indian names. It was incorporated the 410th town in 1861. Population: 374.

WALTHAM—Waltham is a heavily-wooded township at the northeastern end of Graham Lake in central Hancock County, with the Union River East Branch forming its northern boundary with Mariaville. Route 179, Ellsworth Falls to Aurora, skirts the Waltham shore of Graham Lake and more than a dozen side roads lead from it into the woods and bog areas of the township. Route 200, to Eastbrook, next east, and Franklin, branches from Route 179 just south of Waltham Village. Lumbering, limited farming, sporting camps and lodges are chief activities in its extensive woods and stream areas which provide excellent fishing and hunting. Webb Pond, partly in Eastbrook, and Little Webb Pond, outlet through Webb Brook westerly to Graham Lake, and this is the town's principal watercourse in addition to the Union River East Branch. Tributary to the East Branch, or to Graham Lake, are Timber, Jordan, Brickyard, Twynham, Webb and several lesser brooks. Cook Brook flows into Little Webb Pond, while Abbott and Old Meadow Brooks drain Morrison Heath into Great Pond in Franklin. Egypt Stream rises in the southern section of the township to outlet in Egypt Bay, Franklin. Hillier Ridge (360) rises steeply on the east side of Morrison Heath and Waltham Ridge (480), north of Waltham Village, is the highest elevation in the town. Cave Hill (360) is on the eastern boundary with Eastbrook, crossed by Route 200.

Waltham was settled in 1804 and was set off from Mariaville and incorporated the 306th town in 1833. Part was set off to Eastbrook in 1872. Population: 154.

WINTER HARBOR—the town of Winter Harbor takes in the southwestern side of the Gouldsboro (Schoodic) Peninsula and includes several large islands in Frenchman's Bay, at the southeastern end of Hancock County. It was set off from Gouldsboro and incorporated the 460th town in 1895.

Winter Harbor Village, at the head of deep and sheltered Winter Harbor Cove, is the principal settlement, although Grindstone Neck, a two-mile-long peninsula on the western side of the Harbor facing Frenchman's Bay, has become a noted summer resort and estate section, with Grindstone Inn Golf Course. At the southwestern tip of the peninsula is the Schoodic Peninsula section of Acadia National Park, with a U. S. Naval Radio Station. Route 186 runs south from Route One at West Gouldsboro Village to South Gouldsboro and Winter Harbor, from which local roads lead to Grindstone Neck and loop around the end of Schoodic Peninsula through the Park area. Magnificent scenic views of Frenchman's Bay and Mount Desert Island are afforded by the roads skirting the shores of the peninsula, especially the excellent highway through the Park area, which also gives access to a Park road to the summit of Schoodic Mountain (437), from which, on clear days, may be seen the Bay of Fundy area 65 miles to the east; and a similar panorama encompassing the Mount Desert and Penobscot Bay islands to the west. On the eastern side of the peninsula, the Park road leads to the Gouldsboro Town line at Wonsqueak Harbor.

Three large summer hotels, Grindstone Inn, Acadian Lodge and Argo Inn, a fish canning and packing plant and more than a score of retail and service establishments serve the town economy based on coastal fishing and the vacation-resort industry. The town also has a high school and public library.

Shore points from Wonsqueak Harbor, at the head of larger Schoodic Harbor, westerly around the peninsula, include Schoodic Point, with Schoodic Island offshore; Arey's Cove, Pond Island and Pond Island Cove, Frazer Point, Holmes Island, Biggers Island, Biggers Point, Winter Harbor Cove, Sand Cove, Grindstone Neck, Deep Cove, Jordan Harbor and Hammond Cove. Standing out into Frenchman's Bay are large Jordan and Ironbound Islands, the latter with Seal Cove and Fish Point. Off Grindstone Neck are Crow, Flat, Heron, Spectacle, Mark, Ned and Turtle Islands. Egg Rock, at the center of the mouth of Frenchman's Bay, has a lighthouse. Population: 565.

## Plantations

LONG ISLAND—Long Island Plantation is a group of islands east of Swans Island and due south of Mount Desert Island. Long Island, with its village of Frenchboro, is the principal land area. Long Island Head juts out from its southeastern end, in itself made almost an island by the deep indentations of West Cove on the south and Rich's Cove on the north.

Other shore points clockwise around the island include Deep Cove, Southwest Point, House Point, Gooseberry Point, Lunts Harbor, on which is Frenchboro Village, Northeast Point and East Point. Harbor Island, Dry Money Ledge and Crow Island lie off Lunts Harbor. Other islands in the plantation include Johns Island, the Sister Islands, just east of Swan Island, Ram Island, and large Black and Placentia Islands, in the northern section of the group, near the Gotts Islands (Tremont). Black Island is the site of a former granite quarry. Lesser islands in this northern section include Inner and Outer Dawes Ledges, Grindstone Ledge, Little Black Island, Green Island and Drum Island. Six miles easterly of the main group of islands are Little Duck and Great Duck Islands, the latter with a lighthouse.

The Long Island group was incorporated in 1857 as Islandport, the 396th town. Incorporation was repealed in 1858.

OSBORN—Osborn Plantation (formerly Township 21) is a wild land plantation in central Hancock County bounded, from south to east, by Eastbrook, Waltham, Mariaville, Aurora and Township 22.

Large Spectacle Pond, in its southeast corner, is on the East Branch of Union River, which is joined, a mile west of the pond outlet, by Bog River, draining the northeastern corner of Eastbrook Township. The East Branch flows northwest from this confluence to the junction of Middle Branch, at the westerly foot of Crotch Hill (560); then takes an abrupt southwest course into Waltham Township and Graham Lake.

Giles Pond Brook, in the northwest corner of the plantation, flows into Middle Branch. Joe Moore Brook, on the western boundary; Trout Brook, less than a mile to the east; and Timber Brook, in the southwest corner, all flow into the East Branch of Union River. Leighton Brook and small Hazlam Pond, in the northeast corner, drain into Middle Branch in Aurora, while Hopper Brook, on the eastern boundary, drains into the East Branch stream connecting Spectacle Pond and Rocky Pond (T. 22, next east). Nearly all these major watercourses are marked by extensive bogland areas in the valleys between the ridges. Een Ridge (680) is the highest elevation in the heavily wooded township, along with Hardwood Hill (480) and Birch Hill (640), in the northeast corner.

Route 9, the ''Airline Road'' from Bangor to Calais, forms the boundary line between Osborn's northeast corner and Aurora, running across the northern slopes of Hardwood and Birch Hills. From the southern end of Aurora's ''Whales Back,'' along which the ''Airline Road'' runs southeasterly, a woods road follows the Leighton and Hopper Brooks' valleys to a landing on the northern shore of Spectacle Pond. Route 179, Ellsworth Falls to Aurora, cuts across Osborn's northwest corner, on the western slopes of Moose Hill (620). Ledge Falls Ridge (380) is on the eastern side and Trout Brook Ridge (360) is on the western side of Union River East Branch valley, just south of its junction with Middle Branch. Dams are located at Ledge Falls in this valley and at the outlet of Spectacle Pond, in the southwest corner. Oak Hill (360) is the northern thrust of a ridge running northeast from Eastbrook between Trout Brook Valley and Timber Brook Valley.

Osborn's organization was ratified in 1895 as No. 21. The name was changed to Osborn Plantation in 1923. It has several sporting camps and a shingle mill.

Number 33—also known as Great Pond Plantation, Number 33 was organized as a plantation in 1840, having been first settled in 1810 by Joshua Williams. Great Pond, in the center of the township, with its lesser ponds and tributaries, outlets into the main course of the Union River, with a dam at the pond outlet controlling flowage from the northern sources of the river. Flowing into Great Pond are Long, King and Rift Ponds; Alligator Stream, outlet of large Alligator Lake in Number 34, next east; Maine Stream, which flows into Alligator Stream one and one-half miles north of Great Pond. Main Stream is the outlet for Brandy Pond in Number 39, next north, and several subsidiary watercourses. Little Pond flows into the Union River on the southern side of the township west of Cone Hill (666), which separates Little and Long Ponds. The two Morrison Ponds flow into Union River in the southwest corner of the township, just north of Morrison Pond Mountain (935). Flowing into Great Pond from the west are Dead Stream in the northern section of Number 32, and Hinkley Brook, which comes down from the north from Number 39. Collar Brook is the outlet from Long, King and Rift Ponds into Great Pond from the east, while Elm Brook drains the northeast corner of the township into Main Stream in Number 39.

Black Cap Mountain (921) and Little Black Cap Mountain (740) form the most massive ridge in the township, extending from the southern boundary line on the west bank of Union River to the southern shores of Great Pond. On the east bank of the Union River outlet is Great Pond Ridge (620), on the western slopes of which Great Pond Village is located. This is reached by an improved road from Route 9 in Aurora, next south. From the village, several local roads lead to the shores of Long, King and Great Ponds. Other woods roads from the Great Pond-Aurora road tap the Little Black Cap Mountain section; the Baker Ridge (740) area separating the Great Pond chain and Alligator Lake to the east; and an unnamed ridge (600) area between Great Pond and Alligator Stream. Large swamp areas lie west of Great Pond and in the northeast section along the Alligator Stream section. Across the northern section of the township runs a woods road from Myra in northeast Number 32, through the Main and Alligator Stream watercourses to Eagle and Deer Lakes on the upper section of the Narraguagus River West Branch watershed in Number 34, next east.

Extensive lumbering, limited farming and sporting camps are the principal activities in the township, which has the same form of official organization as a town, with selectmen, clerk, etc.

### Wild Land Townships

Number 7—Number 7 is a wild land township at the southeastern edge of Hancock County, next north of Gouldsboro, east of Sullivan, south of Township 10 and west of Steuben (Washington County). U. S. Route One, from Gouldsboro to Milbridge, cuts across its southeastern tip, while Route 183, East Sullivan to Tunk Lake, dead-ends along the southern elbow of Tunk Lake, where several private sporting lodges are located. Peaked Mountain (673) and Blackwood Mountain (643) rise from the southern shore of Tunk Lake in this section, with Little Round Pond and Barbless Pond in the valley between the mountains. The Maine Central Railroad line to Washington County runs through the township south of these mountains. Parts of Morancy Pond (Sullivan) and Bay Pond (Gouldsboro), together with small Muckleberry Pond, tributary to Upper Pond (Gouldsboro), also are in the township. Watercourses on the eastern boundary include Whitten Parrin Stream, running east into Steuben Township; and Chicken Mill Stream, running south into Gouldsboro Harbor. Deer Hill (444) is on the eastern boundary, east of Whitten Parrin Stream.

Number 8—Number 8 wild land township is a 9,097-acre rectangular piece bounded by Franklin on the east, Hancock on the south, Ellsworth and Graham Lake on the west and Mariaville and Waltham on the north. Original swamplands in its northwest corner, through which flowed the Union River, were flooded to form Graham Lake (see Ellsworth). Route 179, Ellsworth Falls to Waltham, skirts the shore of the lake in this northwest corner, along which are more than a score of homes and cottages. Flowing into Graham Lake in this northwest section are Day, Hapworth and several lesser brooks. The eastern section of the township is drained north to south by Egypt Stream, which rises in Waltham and outlets in Egypt Bay, near the Hancock-Franklin boundary line. An old woods road follows the course of Egypt Stream from Route 179 in Waltham, through the Bloxton Meadow section on the Waltham-No. 8 boundary, to Route 182 at Egypt Village, Franklin. Lumbering and several sporting camps are the principal activities. Number 8 was organized as a plantation in 1877. It was reorganized in 1896 and organization was finally given up in 1913. Ellsworth is its post office.

Number 9—Number 9 wild land township is a 7,001-acre strip next east of Franklin, to which a part in the northwest Martin Ridge section was set off in 1837. Route 182, the Hancock-Cherryfield (Washington County) road, runs through its north central section and from this a local road branches north to the Martin Ridge area of Franklin, where several farms and woods roads are located. Most of its central area is occupied by large, Y-shaped Donnell Pond, the northern arm of which is known as Martin Ridge Cove and the southern as Schoodic Bay. Martin Ridge Brook and Otter Bog and Brook flow into the northern cove, the latter draining Otter Bog Mountain (480). Schoodic Bay of Donnell Pond is at the foot of Schoodic Mountain (1069), which has a fire lookout tower and a western peak at 740-feet altitude, known as Schoodic Nubble.

The eastern shores of Donnell Pond are at the foot of Black and Caribou Mountains, mostly in Number 10, next east, from which several mountain brooks drain into the pond. In the northeastern corner of the township is the southern end of Narraguagus Lake (also in Number 10 and Number 16), on the southwest branch of the famous Narraguagus (Atlantic Salmon) River, which outlets to the sea at Cherryfield (Washington County). A woods road from the Martin Ridge area leads to the west shore of Narraguagus Lake where several sporting camps are located.

Number 10—wild land township Number 10 is next east of Number 9 and on the eastern Hancock County border with Washington County (Cherryfield, next east). A part of Narraguagus Lake is in its northwest corner and the Narraguagus River West Branch cuts southeasterly across its northeast corner to Cherryfield, after looping northward through Number 16. Ash Bog Stream, Myrick Pond and Black Rock Brook drain the northern section of the township into the Narraguagus River West Branch north of Tunk Mountain (1157) and Bog Mountain (500), which ridge across the township, west to east.

South and east of Tunk Mountain are five small ponds, Salmon, Mud, Little Long, Tilden and Anderson, which outlet through Downing Bog Stream and Downing Pond into Tunk Stream, which then flows through Steuben (Washington County) into the Atlantic at Gouldsboro Bay. The northern end of large Tunk Lake, large Spring River Lake, Long Pond and part of Round Pond also outlet into Downing Pond and Tunk Stream in the southeast corner of the township. Tributary to Tunk Lake, on the western side, are Wizard Pond on Black Mountain (1049), Rainbow Pond on Caribou Mountain (954) and several lesser streams draining these mountain slopes in the southwest section of the township. McCabe Mountain (540) and Spring River Mountain (400) lie north of Spring River Lake in the center of the township. Fox Pond, between Catherine Mountain (942) and Tunk Mountain, tapers off into Gill Bog near the western boundary of the township, just north of Shillalah Pond, which flows westward into Donnell Pond (Number 9).

Route 182, the Hancock-Cherryfield Woods Road, crosses the township from northwest to southeast, bridging the stream which connects Tunk and Spring River Lakes. The Tunk Lake State Fish Hatchery is located near this point. Several woods roads lead from Route 182 to shore points on Narraguagus, Spring River, Tunk and other lakes, where sporting camps are located. A local road from Cherryfield also follows the course of the Narraguagus River West Branch through the northeast corner of the township, where Meadow Brook and Tucker Brook Mountain (375) are located.

Number 16—Number 16 wild land township lies next east of Eastbrook on the central eastern border of Hancock County with Washington County (Deblois). It is a rolling, heavily-wooded township, drained almost entirely by the Narraguagus River West Branch watershed in a northwest-southeast general direction. The northern part of Narraguagus Lake, fed by the Mill Stream (Eastbrook) tributaries, rises in its southwestern corner and outlets into Narraguagus River West Branch through Spring River. Principal tributaries to Spring River are Clark Meadow and Mud Brooks, draining the eastern slopes of Sugar Hill (600), which extends over from Eastbrook. The northwestern corner of the township is featured by Bull Hill (616), drained by Colson Branch and Mahanon Brook, which flow into the Narraguagus River West Branch. A large swamp area in the northeast section of the town is known as Rock Dam Heath, through which the Narraguagus River West Branch flows. Denbo Heath is a large flat area east of Rock Dam Heath and extending into Deblois (Washington County), next east. Dog, Tucker and Heath Brooks flow into the Narraguagus in the southeast corner of the township.

Several woods roads and trails follow the principal watercourses, connecting with similar roads in Deblois to the east; Number 10 and Cherryfield to the southeast; and across Bull Hill to the Bog River and Sugar Hill sections in Eastbrook. Bog River (Eastbrook) rises in swamp lands between Sugar Hill and Bull Hill in Number 16.

Number 22—Number 22 wild land township is next north of Number 16, with Osborn Plantation on the west, Number 28 on the north and Beddington (Washington County) on the east. Route 9, the Bangor to Calais "Airline Road," runs along its northwestern boundary from Aurora and then loops down into its northeast corner to a junction with Route 193, which runs south through Beddington and Deblois to Route One at Cherryfield. Another junction between Routes 9 and 193 is made about a mile further east in Beddington.

Rocky Pond, in the center of the township, is a large lake in the Union River East Branch watershed, being fed by the Lead Mountain Ponds chain (Number 28, next north). Smith Ridge (620), northeast of Rocky Pond; Schoppe Ridge (500), south of the pond; and Spectacle Pond Ridge (520), to the southwest, are the dividing highlands which separate the Union River eastern watershed and the Narraguagus River southwestern watershed in this township. The Narraguagus West Branch streams drain the eastern side of Smith Ridge, while Pork Brook and Mahanon Brook drain the eastern and southern sides of Schoppe Ridge into the West Branch in Township No. 16, next south. In the northeast corner of the township, the Little Narraguagus River streams drain the southeastern slopes of Lead Mountain (Number 28) into the Narraguagus River and Beddington Lake. Starvation Brook connects the Lead Mountain Ponds chain with Rocky Pond in the northwest corner, augmented by several lesser streams. From Rocky Pond the Union River East Branch flows westerly, augmented by Roaring Brook and Hopper Brook, also in Osborn Plantation, next west, and several other streams, all draining into Spectacle Pond in Osborn. In addition to the "Airline" route, several woods and lumbering roads follow the principal watercourses into the heavily-wooded areas of the township.

Number 28—Number 28 wild land township lies next north of Number 22 and next east of Aurora on the eastern Hancock-Washington County border. Lead Mountain (1475), with a fire lookout tower, in the southeast corner of the township, is a principal feature; with Upper, Middle and Lower Lead Mountain Ponds forming a chain west of the mountain and part of the Union River watershed. Lower Pond has two outlets less than a quarter-mile apart, the principal one through Starvation Brook south to Rocky Pond (Number 22) and the other through Sevenmile Brook westerly to Union River Middle Branch in Aurora, next west. These waterways are all in the southern section of the township.

North of Lead Mountain are Humpback Bog and Humpback Brook, Williams Pond and Gould Brook and several lesser streams, all tributary to the Narraguagus River, which flows north-south along the eastern edge of the township. Third Lake and Twenty Eight Pond are enlargements of the Narraguagus River in this section. Bog areas of less than half-a-mile in length separate brook tributaries to Humpback Bog and Williams Pond from brooks emptying into Alligator Lake on the Union River watershed in the northwest corner of the township.

Seven-mile Brook Bluff (660), Middle Branch Ridge (800), The Pinnacle (922) and Blackcap Mountain (930) are among the named ridges on the western and northwestern sides of the township, which divide the Union River and Narraguagus River watersheds. Gould Ridge (640) lies north of Lead Mountain between Humpback and Gould Brooks on the eastern side of the township.

Besides the "Airline Road" which runs along the southwestern boundary with Number 22, next south, giving access to the Lead Mountain Ponds, the principal woods roads are on the eastern side, following the course of the Narraguagus River. Meadow Brook, draining Lead Mountain's western slopes into large Upper Lead Mountain Pond, is the most easterly of the Union River tributaries.

Number 32—Number 32 wild land township is on the western border of Hancock County with Penobscot County, next north of Amherst, next east of Bradley and Milford and next south of Greenfield, the latter three towns all in Penobscot County. An unusual terrain feature is a seven-mile-long "Horseback," so-called, a narrow glacial esker which runs from northwest to southeast through most of the township at an average elevation of 40 to 60 feet above the broad swamp areas on either side. The Sunkhaze Stream system, which empties into the Penobscot River in Milford, next west, is on the northern side of "The Horseback;" and the Birch Stream system, tributary to the Sunkhaze in Milford, is on the southern side.

Wiley Brook and Indian Brook are among several streams tributary to Sunkhaze Stream in the township, with Titcomb Pond and Brook flowing into Birch Stream in Milford. The rising area of Sunkhaze Stream is only a few hundred yards from the swamp area on the eastern boundary which separates the Morrison area (Number 33) of the Union River watershed.

In this southeastern corner of the township, the terrain rises to Springy Brook Mountain (1030), Turner Mountain (714) and Bald Bluff Mountain (1011) in Amherst, all of which heights also separate the Penobscot River and Union River watersheds.

The western section of the township is mostly flat or rolling woods and swamp areas, with several woods roads leading in from Bradley and Amherst to lumbering and pulpwood cutting locations. Great Works Stream, tributary to the Penobscot in Bradley, drains the southwestern corner of the township. Crocker, Pickerel and Dollar Ponds are sunken waterholes on both sides of "The Horseback," along which a woods road runs to the upper reaches of Sunkhaze Stream. In the northeast corner of the township are Oak Ridge (465), Dead Stream, tributary to Great Pond in Number 33, next east, and the road's-end settlement of Myra, connected with Crocker Turn road junction in Greenfield, next north. Lumbering, hunting and fishing are the principal activities in the township.

Number 34—Number 34 is a wild land township next east of Number 33 (Great Pond) and contains the highland separations which divide parts of the Union River, Penobscot River and Narraguagus River West Branch watersheds. Large Alligator Lake, in the southwest corner, running into the Great Pond and the Union River, is separated by Blackcap Mountain (930), on the southern boundary with Number 28, from the watercourses flowing easterly into Narraguagus River West Branch. Flowing into the upper reaches of the West Branch, north and east of Blackcap Mountain, are Upper, Middle and Lower Allen Ponds, outletting through Barrel Brook into the West Branch; Jimmies Pond, at the foot of Jimmies Mountain (740); and Lovejoy Pond and Bracey Pond, all outletting through small streams into the West Branch. Thirtyfive Pond, on the eastern boundary, takes the flowage from Haycock Pond and Allen Brook (Number 35, next east) and also flows into the Narraguagus River West Branch in the southeast corner of Number 34.

Eagle Mountain (1079) in the northwest corner, also divides the Union River and Narraguagus River watersheds, with Partridge Brook draining the mountain's northern slopes northerly into Number 40 and the Union River headwaters; while Eagle Brook on the eastern slopes and large Eagle Lake and Deer Lake, on the eastern township boundary, drain east and south to the Narraguagus West Branch. Ridges north of Eagle and Deer Lakes divide the Narraguagus West Branch watershed from the streams and swamps draining north into Nicatous Lake, thence to the Passadumkeag and Penobscot Rivers. Little Pickerel Pond flows into Partridge Brook and the Union River system near the northern boundary with Number 40.

Most prominent woods road through Number 34 is the continuation of the lumbering road from Myra in Number 32 and across Number 33 to the northern shores of Eagle and Deed Lakes; thence south near the eastern boundary past Haycock and Bracey Ponds to the triple confluence of Narraguagus West Branch Streams; and continuing southerly along the eastern boundary of Number 28 and the Narraguagus River main stream to Beddington (Washington County) on Route 9. Other woods roads and trails lead south from Nicatous Lake (Number 40, next north); from the Great Pond-Alligator Lake woods road on the west, across Eagle Mountain to Eagle Lake and the Patridge Brook-Mace section of Number 40; and from Alligator Lake to the Allen Ponds and upper West Branch watershed of the Narraguagus. Extensive lumbering operations, by several sizable camps, are carried on intermittently in the township.

Number 35—Number 35 wild land township is next east of Number 34 and on the eastern border of Hancock County with Washington County. Major ridges running north-south through the center of the township divide three watersheds, the Narraguagus and Machias Rivers of Washington County and the Penobscot via Nicatous Lake. In the south-central section, Quillpig Mountain (749) and Oak Mountain (763) divide the Narraguagus and Machias watersheds. West of these ridges are Mosquito and Thirtyfive Brooks, draining mountain and swamp areas into Thirtyfive Pond; and Allen Pond, Allen Brook and The Oxbow, the latter a heath and stream section draining the Eagle-Deer Lake (Number 34) system into Thirty Five Pond and the upper Narraguagus River.

On the easterly side of Quillpig and Oak Mountains, Green Lake, Stiles Lake and Thompson Brook drain into large Lower Sabao Lake on the Machias River West Branch. North of Oak Mountain and across the Thompson Brook swamp valley, are broad Woodchopping Ridge plateaus at from 630 to 660 feet altitude. A narrow northern spur of Woodchopping Ridge separates Horseshoe Lake, which runs through Coombs Brook into Nicatous Lake (Number 41) and the

Penobscot River system; and another northern Green Lake, which connects with Campbell Lake and Lower Sabao on the Machias West Branch system. Horseshoe Mountain (800) summit is north of the Coombs Brook valley, on the township's northwestern boundary. Northeast of Horseshoe and northern Green Lakes, the southeastern spurs of Horseshoe Mountain are separated by Pughole Pond (Number 41) Brook valley, from the southern slopes of large Sabao Mountain (1087), in Number 41, next north. At the southern foot of Sabao Mountain, Pughole Pond Brook runs into North Sabao Lake, which empties into Lower Sabao Lake and thence into Machias River West Branch. In the northeast corner of the township, several streams drain Sabao Mountain's southeastern slopes into the swamp valley outlet of Fifth Machias Lake (Number 36, Washington County), which loops north through the Machias Lakes Chain.

Prominent lumbering and woods roads into this township include the so-called Springfield Tote Road, which runs north from Route 9, the ''Airline Road,'' in Number 29, next south, in Washington County, north of Beddington. Other woods roads and trails run from the Allen Pond-Thirtyfive Brook section to the western slopes of Oak Mountain; from the Springfield Tote Road to the Bowers Pitch and The Oxbow sections; to the Deer Lake-Haycock Pond and upper Narraguagus watershed in Number 34, connecting with the Beddington-Myra woods road; along the western side of the Fifth Machias Lake-Lower Sabao Lake swamp valley to the North Sabao, Campbell, northern Green and Horseshoe Lakes areas on the eastern spurs of Horseshoe Mountain; from the Machias River West Branch Valley in Number 36 to Lower Sabao Lake; and from the northern Mopang Lake (Number 29) shores to Quillpig Mountain, southern Green Lake and Stiles Lake. Intermittent lumbering operations are conducted in the township.

NUMBER 39—Number 39 wild land township is in northwestern Hancock County on the Penobscot County boundary with Greenfield, next west, and Grand Falls Plantation, next north. Number 33 (Great Pond) Plantation is next south and Number 40 township next east. Spaulding Ridge, running from its southwest corner northeast and rising to several 540-feet altitude plateau summits, divides upper tributaries of the Union River system on the north and east from Olamon Stream system, which courses through Greenfield tributary to the Penobscot River in Greenbush (Penobscot County) to the northwest.

Brandy Pond, near the eastern boundary, is the most northern large pond of the Union River headwaters. It is fed by Runt Brook from the northwest, Indian Brook from the southeast, and Guagus stream from the northeast, the latter two systems entering from Number 40 Township, next east. Buffalo Stream and Little Buffalo Stream, draining the southern slopes of Passadumkeag Mountain in Grand Falls Plantation (Penobscot County), next north, flow through the woods and swamp areas in the north central and northwestern sections of the township, coming to a confluence at Thirty Nine Tannery to flow into Brandy Stream less than a mile south of this outlet of

Brandy Pond. From the confluence of Buffalo and Brandy Streams, Main Stream runs south to a junction with Alligator Stream and into Great Pond in No. 33 Plantation, next south. Main Stream is further augmented in Number 39 by Elm Brook, from Number 33 and Number 34, and by Scotch Brook, which drains the eastern slopes of Spaulding Ridge. Hinkley Brook also drains the southeastern slopes of Spaulding Ridge into Great Pond in Number 33 to the south.

Extensive swamp areas feature the Main Stream, Elm Brook, Buffalo Stream and Runt Brook Valleys of the township, with many wooded knolls rising from the bogs. Most prominent of these elevations are Baker Hill (558), just north of the Buffalo Stream-Little Buffalo Stream confluence at Thirty Nine Tannery; and Buffalo Hill (743), in the northeast corner of the township. Buffalo Hill is the southern summit of Lord Mountain (Grand Falls Plantation), an eastern ridge of Passadumkeag Mountain and another dividing point of the Union River upper watershed and Passadumkeag-Penobscot River tributaries.

Most prominent lumbering road in the township is the Extract Tote Road, which runs from the Greenfield-Costigan Road along the northern slopes of Spaulding Ridge, crossing both Buffalo Streams to Thirty Nine Tannery and the northwest shore of Brandy Pond. Other lesser woods roads and trails branch off the Extract Tote Road to the Baker Hill, Buffalo Hill, Guagus Stream and Oxhead Ponds sections, the latter in Number 40, next east. Trails also lead to the southern Spaulding Ridge and lower Buffalo Stream sections from Great Pond, to the south; and from Brandy Pond easterly along Indian Brook. Intermittent lumbering and pulpwood operations are carried on in the township.

Number 40—Number 40 wild land township is next east of Number 39 and marks the northernmost limits of the Union River watershed. Except for the prominent ridges and knolls which mark this ''divide'' between the Union River and Passadumkeag River watersheds, an extensive broken swamp area extending for some five miles in a direct southwest line between Nicatous Lake and Brandy Pond in prehistoric times may have afforded an outlet from Nicatous Lake west shore into the Union River watershed, instead of into the Passadumkeag and Penobscot as at present. Nicatous Lake's average level is at 347 feet altitude, while Brandy Pond in Number 39, next west, most northern large lake of the Union River system, has a 12-foot lower surface level at 335 feet. Mace Brook, tributary to Guagus Stream and Brandy Pond, drains the northwestern edge of the Nicatous Lake west shore swamp area within less than two miles of the lake. It is conceivable that a channel of only a few feet in depth through this swamp would cause Nicatous Lake waters to flow westerly into the Union River Watershed. This well may have been the actuality in geologic times before the knoll-studded swamp valley became blocked with successive centuries of swamp vegetation and trees.

Mace Brook drains the southeastern slopes of West Lake Ridge (840), which runs northwesterly into Township Three, next north. Southwest of West Lake Ridge are Upper, Middle and Lower Oxhead Ponds, with Oxhead Stream and Trout Pond all draining into Guagus Stream and Brandy Pond to the west. Partridge Brook, from Little Pickerel Pond in Number 34, next south, joins Mace Brook in the center of the township at the western edge of Nicatous Lake's west shore swamp area. Little Guagus Stream, with Otter Pond, also flows from the southern boundary of the township to Guagus Stream in the center.

Partridge Brook and Little Guagus Stream are east and west, respectively, of a broken series of elongated knolls which seem to be an extension of the nine-mile "horseback," which runs down in a curved north-west-south direction from Township 3, next north. Guagus Stream cuts east-west through this "horseback" extension, to provide the deepest opening in the narrow ridge as it continues southward between Partridge Brook and Little Guagas Stream across the boundary into Number 34, next south, to the northwest end of Eagle Lake, headwater of the Narraguagus River (Hancock-Washington Counties). Sunken ponds, with no visible inlets or outlets, in the southern "horseback" extension, include Loon and Crystal Ponds.

Number 40 township limits include, on its northern boundary with Township 3, the southern sections of West Lake and its Basin, which lie northeast of West Lake Ridge; and most of the southern section of Nicatous Lake, which is 9.2 miles long and covers 8.71 square miles. Prominent islands in Number 40 bounds of Nicatous Lake, from north to south, include Bacon, Sand, Cranberry, Perch, Butterfield and Dayton Islands. Several long peninsulas jut out from both sides of the lake, two of them almost meeting in the southern section of the lake to make The Narrows, dotted with half a dozen small islands. West Lake, at 399-feet altitude, drops through a steep outlet brook into Nicatous Lake near the northern township boundary. The southern tip of Nicatous Lake narrows to a half-mile width between two large ridges east and west, the latter named Morrison Ridge (600).

Woods roads and trails lead from Nicatous Lake western shore both north and south of the large swamp area, the northern route leading along the Mace Brook area, then cutting south across the swamp knolls and the "horseback" extension, to Partridge Brook and the Eagle Lake Trail, which leads north from Number 34, next south. Another major tote road comes into the township from the "horseback" in Township 3 to the north, leading from Saponac Village in Grand Falls Plantation.

Number 41—Number 41 wild land township is next east of Number 40 on the northeastern edge of Hancock County. It contains the east central shore of Nicatous Lake, which is fed by the Gassabias Stream Valley, outlet of Gassabias Lake in the north center of the township. South of Gassabias Lake and Stream Valley, a series of unnamed ridges from 500 to 640 feet in altitude divides the Nicatous Lake-Passadumkeag River system from Machias Lake, in the southern section of the township, which flows southeast through Pughole Pond to North Sabao Lake (Number 35) and the Machias River West Branch.

At the southeast corner of the township are Sabao Mountain (1087) and Fifth Lake Mountain (912). Several streams in the northern rolling and wooded section of the township flow into Gassabias Lake and to Fourth Machias Lake in Number 42, next east, in Washington County. Knight Dam is a location on Fifth Lake Stream along the eastern boundary, connecting Fifth Machias Lake in the southeast corner and Fourth Machias Lake in the northeast corner. Coombs Brook, in the southwest corner, drains Horseshoe Lake and the Horseshoe Mountain area of Number 35 into the southern end of Nicatous Lake.

Tote roads and trails are located from the eastern shore of Nicatous Lake to Machias Lake, Gassabias Lake and the Drag Brook tributary of Gassabias Stream. Others run from the Fifth Lake Stream section to Fourth Machias Lake and the ridges north of Gassabias Lake.

Township 3—wild land Township 3 is at the northwest corner of Hancock County, next north of Number 40, with Grand Falls and Plantation and Burlington on the west and Township 3, Range 1, on the north, all in Penobscot County. Its southeastern corner contains the northern ends of West Lake and its Basin and Nicatous Lake, which outlets here through Nicatous Stream to Passadumkeag River in the northwest corner. Duck Lake Cove and Porter Cove of Nicatous Lake are southeast of the outlet, where several sporting camps and a resort are located, reached by Route 188 from Enfield (Penobscot County). Duck Lake Brook from Duck Lake (Township 4, next east); Porter Brook from Porter Pond, northwest of Nicatous Lake outlet; and Spencer Brook from Spencer Pond, on the eastern boundary, are the major watercourses flowing into this northern end of Nicatous Lake.

In the northeast corner are Side Pistol, Lower Pistol and Spring Lakes, with Pistol Stream connecting the Pistol Lakes Chain (also in Township 4), with Nicatous Stream in the northwest corner, near the confluence with the Passadumkeag River. An extensive swamp area is located in the northwest corner, where the streams converge, with Bog Brook flowing into Nicatous Stream and Trout Brook flowing into the Passadumkeag River. This swamp area is relieved by Grass Island (358) and a nine-mile-long ''horseback'' running north-west-south along the western side of the township. The Passadumkeag River flows south along the western side of the ''horseback'' and Nicatous Stream flows north along its eastern side, to the confluence in a break in the ''horseback.''

In addition to Route 188, from Enfield, Burlington and Saponac (Grand Falls Plantation), lumbering roads follow the ''horseback'' ridge north and south. Lumbering and tote roads also run from Nicatous Outlet to the northeastern pond and Pistol Lakes section. Lumbering, pulpwood cutting and fishing and hunting camps are principal activities in the township.

Township 4—wild land Township 4 is at the northeast corner of Hancock County, with Lakeville Plantation (T. 4, R. 1) of Penobscot County next north and Township 5 of Washington County next east. Upper Pistol, Middle Pistol and part of Side Pistol Lakes are on its east central boundary, flowing into Lower Pistol Lake and the Passadumkeag River in Township 3, next west. Two ridges, at 560 and 709 feet altitude, north and east of Upper Pistol Lake, divide the Pistol Lake-Passadumkeag-Penobscot system from Upper and Middle Chain Lakes, which flow eastward into Lower Chain and Lower Sysladobsis Lakes, both in Township 5 (Washington County) next east, part of the headwaters of the Grand Lakes Chain of Washington County, which flows into the St. Croix River on Maine's eastern boundary with New Brunswick, Canada.

South of Upper Chain Lake, several ridges divide the Grand Lakes Chain system from the Machias River system, which has northwestern headwaters here in Upper, Middle and Lower Unknown Lakes, flowing southeasterly through Unknown Stream into Fourth Machias Lake, on the southern boundary of Township 5. Duck Mountain (1169) and its eastern ridges interpose between the Unknown Lakes chain and Duck Lake in the south, tributary to Nicatous Lake in Township 3 through Duck Lake Brook.

Several tote roads run along the northern ridge section between Middle Pistol and Upper Chain Lakes, while others cross the Duck Mountain northern and southern slopes from the Pistol Lakes to the Unknown Lakes chains. Another tote road runs from Duck Lake Cove on Nicatous Lake to Duck Lake and Duck Mountain. Most of these tote roads and trails interconnect with themselves and with the principal lake areas, while other woods roads and trails lead into the southern boundary from the Gassabias Lake area in Number 41, next south, and the Fourth Machias-Lower Sysladobsis Lakes area in Township 5, next east, in Washington County. Several major lumbering and pulpwood camps are establshed in the township and have intermittent activity.

# KENNEBEC COUNTY

IN the south central section of Maine, bisected by the Kennebec River, historic artery of exploration, trade, commerce and industry, Kennebec County is the site of the State Capital at Augusta. Its 865 square miles contain three famous Lake regions, with wooded, rolling hills and fertile farmlands on both sides of the mighty river, which provides water and power for its many industries. Its four busy cities and 26 towns, its location in the ''heart of Vacationland,'' its prominence as an agricultural, commercial and industrial area and its closeness to the center of State political activity have given it the traditional title of ''Imperial Kennebec.'' In addition, it is covered with historical landmarks that played their part in the early struggles of the State and Nation.

The City of Augusta, county seat as well as State Capital, occupies a large area on both sides of the Kennebec River in the center of the County. Along the sloping riverbanks are several parks and numerous historic shrines and monuments. In front of the State Capitol, whose gilded dome may be seen for many miles up and down the river, is a 20-acre State Park, with hundreds of trees and shrubs, an artificial pond and other landscaping features providing a picturesque setting for the Capitol buildings.

On the eastern bank of the river is historic Fort Western, built in 1754 as a protection against the Indians and recently restored by the late William H. Gannett as a museum. The Kennebec Dam, north of the two bridges which now span the river, supplies hydro-electric power for the city and its manufacturers. Here is the upper limit of tidewater on the Kennebec and, although 45 miles from the sea, a rise and fall of four feet with the tides is registered at the foot of the dam.

On the western side of the river, below Augusta, are Hallowell and Gardiner, with the intervening town of Farmingdale, all on Route 201. These are busy industrial and shopping centers, with beautiful old homes and estates recalling the days when sailing vessels by the hundreds carried the name and fame of the Kennebec River region to all parts of the world. Into this area lead roads from the southwestern corner of the County, where the towns of Litchfield and West Gardiner are centers of a farming and small lakes region north of the Androscoggin and Sagadahoc County borders, containing summer camps and fishing, boating and vacationing facilities.

Directly west of Augusta, with Route 202 as the main highway artery, is the famous Kennebec Lakes Region, comprising some 200 square miles of rolling, farm-dotted landscape, filled with shimmering lakes and ponds, twenty of them joined by a network of lively streams. Larger lakes in this area include Cobbosseecontee, Annabessacook and Maranacook in the towns of Monmouth, Winthrop, Manchester, West Gardiner and Readfield. Laced by highways revealing scenic beauty at nearly every turn, the Kennebec Lakes Region lures thousands of visitors every season of the year. Cottages, cabins and hotels offer varied accommodations on the mostly pine and spruce covered shores of the lakes and ponds. One town alone, Winthrop, has twelve lakes and ponds within its confines, or on its borders.

At the western edge of the County is Androscoggin Lake, overlooked by Morrison Heights, in the town of Wayne, from which a broad panorama of much of Western Maine is obtainable. A host of other smaller lakes annually beckon tourists and vacationers. Echo Lake, Flying Pond and Parker Pond, beautiful Torsey Pond, historic Cochnewagan, Tacoma, Pocasset, Minnehonk and Little "Cobbossee" Lakes, along with Lovejoy, Dexter, Berry, Wilson, Horseshoe, Pleasant, Sanborn, James, Shed, Carleton and Narrow Ponds, all share in the scenic attraction of the Kennebec Lakes Region. Kents Hill, Fayette, Mount Vernon and Vienna, all in the northwestern part of the County, are shopping and business centers for their rich agricultural, recreational and lumbering areas.

North of Augusta, through the towns of Sidney, Belgrade, Oakland, and Rome is the famous Belgrade Lakes Region, with five of the seven large lakes of the chain inside Kennebec County borders. Great Lake is the largest, spreading out at the center of the group. Around it are other isle-dotted lakes, including Long, Salmon, Magrath, East and Messalonskee. The Belgrade Region long has been famous for its smallmouth bass fishing, while Chinook, native landlocked salmon, trout, white perch and pickerel make this section a mecca for fishermen and vacationers from Spring to Fall. In 1949 a new world's record white perch of four pounds, 12 ounces was taken by Mrs. Earl Small of Waterville from Messalonskee Lake. The same year, the same chain of lakes produced the three largest Eastern Brook Trout caught in the United States during 1949.

Within easy motoring distance of the shopping centers at Waterville and Augusta, the Belgrade Lakes Region offers a complete range of accommodations, from simple cottages to the largest hotel in the area, the Belgrade Lakes Hotel of the Acheson chain in Maine. Some of the best canoeing in the State is offered by these closely connecting lakes, and convenient streams make long portages unnecessary. The region also abounds with game and birds, and deer hunting is exceptional. In the winter, recreational facilities are many and diversified, including skiing, snowshoeing, ice-boating, tobogganing, skating and ice fishing. Added to the agricultural, dairying and industrial activities of the larger towns and cities, the recreational business is an important source of economic life to both the scenic areas and the city and town shopping centers. As in the governmental patterns of most Maine communities, tax revenues derived from recreational pursuits are an important community factor in the Belgrade Lakes Region.

Waterville, in northern Kennebec County, is an elm-shaded city of homes, large industries and a modern commercial center. It is rich in historic associations dating back to the time when the Indians had a village there and across the Kennebec River at Winslow. It is also the site of Colby College, established in 1818, which has been relocated from near the center of the city to a beautiful 500-acre campus on Mayflower Hill. A $7,000,000 modern college plant is in process of completion. Coburn Classical Institute is another of its famed educational institutions. Modern hotels, department stores, theaters and other urban facilities make Waterville a convenient stopping place for travellers and from it major highways radiate to the surrounding sections of the State. Textiles, lumber, fiber board and plastics and garments predominate in its industrial activities.

Northeast of Waterville are the farming centers of Winslow, Albion, Benton and Clinton, all in an area where wooded hills and many streams are conducive to good hunting and fishing, as well as providing water and power for small industries.

In Eastern Kennebec County is the China Lake area, containing the Towns of Vassalboro, with its famous Oak Grove Seminary for Girls, and the Natanis Wild Life Sanctuary; China, Windsor, Chelsea, Randolph and Pittston. These are farming and lumbering communities, which serve as small shopping centers for residents and vacationers. At Togus, in Chelsea, is the United States Veterans' Facility, a 1,752-acre reservation for the treatment of ill and disabled veterans. Two and a half miles below Randolph, on the Wiscasset Road east of the river, a bronze marker designates the site of Major Coburn's shipyard, where were built the river boats used by Benedict Arnold in his famous march to Quebec.

China Lake, largest of a chain of lakes and ponds, contains some of Maine's best landlocked salmon and smallmouth bass. It is flanked to the south by Webber Pond and Three Mile Pond, next largest in the group.

Kennebec was incorporated the sixth county in 1799. Somerset County took four-fifths of its territory in 1809. Waldo took four towns from the eastern side in 1827. Franklin was given five towns on its northwest border in 1838. Androscoggin was granted four towns from its western territory in 1854. Its leading industries are pulp and paper, shoes, textiles, canning, lumbering, printing and publishing. Its 1950 population was 83,462, an 8.1 per cent. gain over 1940. It contains four cities and 26 towns.

## Scenic and Vista Points

Prominent features of the county are the Belgrade Lakes, China Lakes, Kennebec Lakes, Kennebec River and State Capital.

SCENIC ROUTES: Route 202 (from Lewiston), Monmouth, Winthrop Manchester, Augusta, China and Albion to Bangor. Route 201 (from Brunswick), Gardiner, Hallowell, Augusta, Vassalboro, Winslow and Waterville, along both sides of the Kennebec River. Route 27 (from Wiscassett), Pittston, Randolph, Chelsea, Augusta, Belgrade, Belgrade Lakes and Rome to New Sharon and Farmington. Route 133, Winthrop, Wayne and Fayette to East Livermore and Livermore Falls. Route 41, Winthrop, Readfield, Kents Hill, Mount Vernon and Vienna to Farmington Falls. Route 104, Augusta, East Sidney and North Sidney to Waterville, on the west bank of the Kennebec River. Route 126 (from Lewiston), Tacoma Lake to Gardiner. Route 17 (from Rockland), South Windsor, Togus, Augusta, Manchester, Readfield, Kents Hill and Fayette to Livermore Falls. Route 11, Belgrade to Oakland. Route 135, Monmouth, Winthrop, and Belgrade to Smithfield. Route 32, South Windsor, Windsor, South China, Winslow, Benton. Route 3, Augusta to South China, and Palermo and Belfast (Waldo County).

Prominent vista points: Augusta, State Capitol and Augusta Airport. Belgrade Lakes, Route 27, from golf course. Kents Hill, Route 17. Monmouth, Route 202, and golf course, Route 135. Mount Vernon, Route 41. Pittston, Route 27, Beech Hill (543). Rome, Route 27, Philip Hill (760). Vienna, Route 41. Hoyt Hill (980). Waterville, Mayflower Hill, Colby College Campus. Wayne, Route 133, Morrison Heights.

Waterfalls and dams: Augusta, Kennebec Dam (22 feet). Waterville, Ticonic Falls Dam, built in 1873.

## Recreational

Fishing: Nearly all lakes, ponds and streams. Salmon, trout, togue, perch, bass, pickerel (cf. annual official booklet of Inland Fisheries and Game Department). Striped bass have been caught in recent years below dam at Augusta.

Canoeing: Local facilities. Popular trips: Belgrade Lakes "Big Circle," 32 miles, two days, East Pond to Oakland. Belgrade Lakes to Kennebec River. Oakland to Waterville. Belgrade Lakes to Readfield, 34 miles, two days. Cobbossee Stream and Maranacook Lake, Gardiner to Readfield, 34 miles, two days.

Hiking: Many back roads and country trails among lakes and hills.

Golf: Augusta, Augusta Country Club, Route 202 (18-71), and Western View Golf Club, Route 3 (9-35). Belgrade Lakes, Belgrade Lakes Hotel Golf Course (9-35). Mountain, Cobbossee Colony Golf Course (9-34). Waterville, Abenaqui Country Club (9-35).

Tennis: Various hotels, resorts, country clubs and city playgrounds.

Race tracks: Litchfield Fair Grounds, Readfield Fair Grounds, Windsor Fair Grounds.

Fish hatchery: North Augusta.

Public parks and picnic grounds: Augusta, State Park, in front of Capitol. Ganeston Park, 475 acres, hiking, picnicking, game and bird sanctuary. Other local parks and commons.

Camp sites: Readfield, Dead Stream Bridge, Route 41, one mile east of depot, trailers. Vassalboro, Route 201, Oak Grove, trailers. Wayne, Morrison Heights, picnicking.

## Cities

Augusta—located on both sides of the Kennebec River near the center of the County, Augusta is both State Capital and county seat, with a population listed at 20,900, more than a score of industries and more than 300 wholesale, retail and service establishments for a commercial market rated at more than 100,000 persons.

Nearly 300 professional offices are maintained in the city, in addition to the State Capital and County office activities. Industrial payrolls in 1950 were expected to be well over $3,000,000. An estimated 90 per cent of the population is native-born. Augusta's four banks at the mid-century had total resources of some $60,000,000. The Capital City's busy economic life was intensified further in 1949-50 by the construction of nearly 200 new homes, while industrial and commercial construction had a total value of more than $4,500,000. Largest of such latter projects was the $3,200,000 bridge (ten-cent toll) over the Kennebec, opened to traffic late in 1949.

With steep slopes rising from the river banks to rolling hills averaging 300 and more feet in height, Augusta contains 26,998 acres laced by brooks and watercourses which, early in the city's history, were used to power small mills. It is at the head of navigation on the Kennebec and once provided a loading and cargo point for scores of coastal schooners, barges and other river and coastal water traffic. From this central Kennebec River point, roads soon were developed to interior settlements and to the communities north and south of Augusta on both sides of the river. This was the beginning of the modern highway network which today makes of Augusta a transportation hub reaching to all sections of the State.

With the inauguration of the Kennebec and Portland Railroad in 1851 and the continued improvement of roads, river traffic by barge and boat declined until it is virtually non-existent today. The Maine Central Railroad main line from Brunswick now serves Augusta and other Kennebec River communities, crossing from the west to the east bank of the river just north of the low-level free highway bridge. Another major transportation development of the past quarter-century has been the development of Augusta Airport on a square-mile treeless plateau, which rises to 340 feet just west of the city proper. On this same plateau is Camp Keyes, a Maine National Guard and State Police training establishment.

Major highways into and through Augusta are Route 201, the Arnold Highway, running from Brunswick (Cumberland County) northward along the Kennebec River Valley to the Maine-Quebec border and Quebec City: Route 202, from Rochester, N. H., to Bangor; Route 100, Portland to Bangor; Route 3, Augusta to Belfast; Route 17, Rockland to Houghton (Oxford County); Route 11, Sanford to Fort Kent; Routes 24 and 27, from the coast through Augusta to the Belgrade Lakes Region; Route 104, Augusta to Waterville; and Route 105, Augusta to Camden. Several combinations of these routes become joint arteries through Augusta's city section and environs.

Most of Augusta's business section and street area are on the western side of the river. Water Street, along the western riverbank, is the business and shopping center, with banks, department stores, theaters and offices located in a concentration of four- to six-story brick and granite buildings. The granite-walled Federal Building and post office and the railroad station also are located on Water Street. Some sixty feet higher up on the west bank, State Street runs parallel to Water Street and on it are several of Augusta's largest mansions, county buildings, offices and churches. At State Street and Western Avenue is a new traffic circle giving access to the Kennebec River toll bridge and various city access streets. Here is the junction of Routes 201, 202, 11, 17, 24, 27 and 100. Facing the traffic circle is the 200-room Augusta House, largest hotel in this section of the State and historic gathering place of Maine legislators, lobbyists, business men, industrialists and political leaders.

West of the Augusta House, on State Street, is the Blaine Mansion, residence of Maine's Governors, the State Capitol and 20-acre State Park, which slopes down to the riverbank. The State Capitol was designed by Charles Bulfinch along lines similar to Massachusetts' Capitol, which he also designed. It is built of Hallowell granite, four stories high, with a colonnaded portico in the center of its 300-foot-long front. The original cornerstone was laid in 1829 and the building was completed in 1832. G. Henri Desmond almost completely redesigned the structure in 1911, adding to the two 75-foot wings and adding a dome topped by a statue representing Augusta, the City. The statue, designed by W. Clark Noble of Gardiner, is made of copper plated with gold leaf.

State department offices and cafeteria occupy the first floor. On the second floor, under the dome is a rotunda known as the Hall of Flags, with wall cabinets containing the battle flags of Maine military and naval units. Leading from the rotunda are other State offices and the Maine State Library of 300,000 volumes of Maine reference works, documents, genealogy, legal and legislative reference, and a constantly increasing collection of writings of Maine authors. On the third floor are the Governor's and other executive offices, the Maine State Senate Chamber and the House of Representatives Hall. Walls of the various floors, especially the second and third, are adorned with the portraits of Maine Governors, Senators and other prominent Maine citizens.

In the rear of the State Capitol is another office structure housing more State offices. Long-range plans for the construction of a modern State Office Building in this area have been under revision during the 1940-50 decade and final determination and construction is expected to become a fact soon.

The Blaine Mansion, at State and Capitol Streets, is a two-story structure of Classic Revival design in a landscaped setting. It was built in the 1830s and purchased by James G. Blaine in 1862. His daughter, Mrs. Harriet Blaine Beale, gave the house to the State as a Governor's residence in 1918, to honor her son, who was killed in World War I. John Calvin Stevens, Portland architect, remodeled the house according to its original design, with the study preserved as it was used by Blaine during his famous political career in State and national politics. The famous silver service in the State dining-room was recovered from the Battleship Maine after it had lain on the bottom of Havana Harbor for 10 years.

The State Park (also called Capitol Park) contains thousands of trees and shrubs, gardens and walks, supervised by the Maine Forest Service. During the Civil War the area was used as a regimental campground. Early in 1950 a $300,000 Navy and Marine Corps Reserve Training Center was completed in the lower section of the Park, near the riverfront. A marble shaft in this lower section of the Park marks the grave of Enoch Lincoln, sixth Governor of Maine. It was during his administration that the State Capital was removed from Portland to Augusta.

Just north of State Park, between Child and Powhatan Streets is Macomber Playground, where, in 1930, the "Children's Court" idea was originated and later adopted by playground supervisors throughout the Nation.

On the western side of the city's residential area, between Western Avenue and Capitol Street, is 475-acre Ganeston Park, given to the city by the late William H. Gannett, Augusta publisher, who had set aside the large area in the rear of his residence for the enjoyment of the public. It was made a State Game Preserve and Bird Sanctuary in 1930 and, although motoring is prohibited, opportunities exist for horseback riding, hiking, picnicking and winter sports. A small stream and pond run through the area.

Other historic structures on the western side of the river include Lithgow Library at State and Winthrop Streets and South Congregational Church. Lithgow Library is built of Maine granite in Romanesque-Renaissance style. It was constructed in 1895 and contains more than 25,000 volumes in addition to the collection of the Kennebec Natural History and Antiquarian Society, replete with historical items on Augusta and New England history. South Congregational Church, at 62 State Street, was built in 1866 of Maine granite in Gothic design. Its parish was the first in Augusta, set up in 1771. St. Mary's Catholic Church on Western Avenue was built of granite in 1927. It is of modified Norman-Gothic design. The first Catholic Church in Augusta was on the east side of the river in 1836. In 1915, St. Augustine's Catholic Church, for the rapidly-increasing French-Canadian population, was built on a steep hillside at Washington Street and Northern Avenue, its tall spires dominating the entire northern section of the city.

Most historic site on the eastern river bank is Fort Western, built in 1754 on the site of a trading post established in 1627 by Governor Bradford of the Plymouth Colony. Explorers had been first to come there in 1607 from the English settlement at Popham, at the mouth of the River. The original trading post was known as Koussinock, or Cushnoc, a variously-interpreted name given the place by the Indians, who had held annual meetings there since time immemorial.

Fort Western was a palisades-enclosed area containing two blockhouses, barracks, storerooms and parade grounds. The late William H. Gannett, descendant of the fort's first commander, Captain Howard, restored the garrison house, blockhouses and palisades in 1921 and presented the restoration to the City of Augusta, which now maintains it as a museum filled with Colonial antiques and historical items. Benedict Arnold's Expedition to Quebec halted at Fort Western in 1775 and a memorial boulder and tablet near Fort Western commemorates the event.

Cony Street runs from the low-level highway bridge to the top of the river's eastern bank into another traffic circle at the eastern end of the new, high-level toll bridge. Facing the circle is Cony High School, a modern structure for nearly 1,000 pupils, built in 1930. From this traffic circle, major routes lead from Augusta to destinations north and east. Also facing this newly-built (1949) traffic circle is the historic Reuel Williams Mansion, built in the early 1800s and still occupied by descendants of one of Augusta's most prominent citizens. Sarah Lowell Cony, daughter of another famous Augusta family, was married to Reuel Williams in the octagon room of this house in 1807 and lived to celebrate her golden wedding anniversary in the same room 50 years later. Williams was United States Senator from Maine from 1837 to 1843 and many of the Nation's leading statemen, including James K. Polk and James Buchanan, were entertained in the Williams Home on visits to Maine. In addition to many priceless heirlooms and antiques, the wallpaper of the Octagon Room, as unfaded as though a recent painting, is the only complete series in existence of the famous Parisian panels depicting Captain James Cook's voyage to Tahiti. This paper was presented to Williams by James Bowdoin, benefactor of Bowdoin College.

*Fort Western, Augusta*

Arsenal Street, running south from Cony Street on the eastern bank of the river, deadends at Augusta State Hospital, where some 1,600 mental patients are given State care by a staff of more than 300 employes. A 400-acre farm is part of the institution. The State Hospital was established in 1896 in the buildings of a former Federal Arsenal. The latter establishment was started in 1828 and soon contained more than a dozen large buildings, mostly of rough granite.

The Federal Government deeded the property to the State after it had been in use for nearly three-quarters of a century as a place ''for the safekeeping of arms and munitions of the United States for the northern and eastern frontier.'' Various new construction and plant improvement have taken place over the past half-century, the latest being completion in 1950 of a new $400,000 medical and clinical building.

Besides the railroad and two highway bridges, the Kennebec River at Augusta features a 22-foot dam and a small island, called Cushnoc, just below the railroad bridge. Called Old Coon by the early settlers, this island was dangerous to navigation in a stretch of rapid water prior to building of the first dam in 1837. In 1820 an attempt was made with a hookup of 100 yoke of oxen to pull the island from the river bed. The effort continued throughout one entire day, resulting only in broken chains, strained oxen and general frustration.

The Kennebec Dam washed out four times before it was rebuilt in 1870 and since then has provided water and power for several Augusta industries. At this point the Kennebec drains an area of more than 5,000 square miles and more than 7,000 horsepower is produced here.

One of the major economic activities in Augusta is the home office of the Central Maine Power Company, heart of a western and central Maine power system with a total rated hydro output of 185,000 kilowatts, total steam output of 98,000 and total overall production, including three small internal combustion plants, of 285,767 kilowatts. Its extensive, modern, four-story brick headquarters building, with Georgian-Colonial portico, is at 9 Green Street.

Augusta has a mayor-council form of government, with the municipal election held every two years. Under its present charter, the mayor has more-than-usual control of executive administration of the municipality, appointing and removing department heads without prior reference to the City Council. In addition to Cony High School, the city has six urban grammar schools and seven rural schools, serving more than 2,000 children with more than 100 teachers. Two parochial schools have more than 900 pupils, Gates Business College has a high rating and the Maine Vocational-Technical Institute, operated by the State Department of Education, provides secondary technical training.

Noted as a city of homes, more than 50 per cent of Augusta's 5,750 (1950) dwellings are of the one-family detached type. Four playgrounds serve the principal residential sections and a dozen religious denominations have churches or chapels. Included in these are Catholic, Christian Science, Church of God, Congregational, Episcopal, Methodist, Nazarene, Salvation Army, Unitarian, United Baptist and Universalist. A new religious development in 1949-50 was the establishment of a ''closed retreat'' house for the laity by the Oblate Fathers of Mary Immaculate (O. M. I., Catholic). More than 1,000 Maine Catholics attended weekend retreats during a 12-month period in the mansion of former Governor John Fremont Hill, the building having been given to the Catholic order by the late Governor Hill's daughter, Mrs. Katherine Hill Merrill.

Medical care for the city is given by Augusta General Hospital of 65 beds and the osteopathic profession also has a hospital. Augusta has one of Maine's foremost daily newspapers in the *Kennebec Journal,* which observed its 125th anniversary in 1950. Publishers prominent in Augusta and Maine politics have at various times guided the destinies of the *Kennebec Journal* from the time Luther Severance and Russell Eaton established it as a tri-weekly in 1825. Severance later was elected to the U. S. House of Representatives, after serving his political apprenticeship in the Maine Senate and House for three successive terms in each post.

James G. Blaine, the "Plumed Knight" of Maine politics, became the "K. J.'s" political editor and legislative reporter in the 1850s and in his first editorial he came out unequivocally for the newly-organized Republican Party. He later rose to the Republican candidacy for President against Grover Cleveland. John L. Stevens, one of the owners with Blaine in the 1850s, later became U. S. Minister to Paraguay, Norway and Sweden.

The "K. J." became a daily in 1870. In 1857, the year that Blaine left the paper, it had become the official State newspaper and did all the State printing. After a succession of ownership changes in the last quarter of the 19th Century, Edwin C. Burleigh of Bangor joined his father, Clarence B. Burleigh, in acquiring part ownership in 1889 and two years later began the first of his two successive terms as Governor of Maine.

Guy P. Gannett, present owner and son of William H. Gannett, publisher of *Comfort,* first and most successful of the early mail order magazines, bought a quarter interest in 1922, but withdrew a year later. In 1929, a corporation headed by Guy Gannett, who had bought the *Portland Press Herald* and *Portland Evening Express,* took over complete ownership. The same year the "K. J." made its final move, up to the present, to the plant on Willow Street, where *Comfort* magazine had been produced. Its printing facilities are today the most extensive of any job-newspaper plant in the State.

Two radio stations, WRDO and WFAU, and State Headquarters of the Maine State Police, with short-wave broadcast station, also are part of Augusta's communications facilities.

In addition to the Augusta House, the Capital also has five other hotels of varying size, more than a dozen tourist homes and inns, nearly 30 restaurants and extensive shopping facilities and retail establishments.

Large industries in Augusta include R. P. Hazzard Company, (men's shoes), normally employing about 500; Kennebec Pulp and Paper Company, a division of Hudson Pulp and Paper Corporation (tissue products, towels, napkins), 400; E. E. Taylor Corporation (men's shoes) 400; Augusta Lumber Company, one of the last of the more than 150 Kennebec River sawmills, employing 100 to 300 normally; Edwards Manufacturing Company, division of Bates Manufacturing Company (Lewiston), the sixth largest cotton textile mill in

Maine, with normal employment of 1,200; and the Federal and State Government and Central Maine Power Company offices.

Other important industries include printing and publishing, bottling, contracting, bridge building, dairying, highway and rail transportation, ice cream making, laundries, service trades, rendering, and machine shops.

Following the establishment of the Cusnoc trading port in 1628, (John Alden was resident agent in 1634), a fur traffic highly profitable to the Plymouth Colony flourished for more than 30 years, when it was disrupted by the Indian wars. Nearly three-quarters of a century passed before settlement was resumed and Fort Western constructed in 1754. Captain James Howard, first and only commander of the Fort, is credited with being Augusta's first permanent settler. The Fort was dismantled without ever having been attacked and the first dwellings were erected in 1759.

A settlement called Hallowell was established a few miles south of Fort Western, on the west bank of the river, in 1762. In 1771, it was incorporated the 21st town and included the present City of Augusta. The two settlements were called the Fort and the Hook, the latter from Bombahook Stream at Hallowell. Rivalry between the two settlements came to a head in 1796 with the building of the first bridge over the Kennebec at the Fort and in the following year Augusta was incorporated as Harrington, the 109th town. Later the same year the name was changed to Augusta, the most accepted tradition being that it was named in honor of Pamela Augusta Dearborn, daughter of General Henry Dearborn of Monmouth, a prominent Revolutionary War soldier and Marshal of the District of Maine under General Washington. Dearborn was elected Representative to the Continental Congress from the Kennebec District in 1783. Another tradition has the name taken from the title of honor conferred on women of the imperial Roman household. The latter theory gained emphasis from the statue placed atop the State House dome in 1911, together with the oft-repeated reference to "Imperial Kennebec" in State political chat, relating to the County's prominence in State affairs, banking, industry and commerce.

Parts of Augusta were set off to Winthrop in 1810 and to Hallowell in 1812 and 1813. It was incorporated the fourth city in 1849, having become the shire town in 1799, the same year that Kennebec County was established by its setting off from Cumberland and Lincoln Counties.

In the early 19th Century, the entire Kennebec River region was in the midst of an era of prosperity based on lumbering, farming and trading. Hallowell was the social and commercial center of the region, but Augusta likewise saw great development, aided by a large sawmill at Bond Brook, which flows into the Kennebec just north of the city proper. By 1840 a fleet of schooners was plying weekly between Augusta and Boston, taking out lumber and ice and bringing back coal and staples. A steamboat line was inaugurated between Boston and Augusta in 1826. In this era more than 500 vessels were built on the Kennebec between Winslow and Gardiner and many of them were owned in Augusta.

The United States Arsenal was established in 1828 and Augusta became the State Capital in 1832. With construction of the Kennebec Dam in 1837 and establishment of a cotton mill and other sawmills, development of the area continued rapidly up to the time of the 1849 "Gold Rush" to the West, and the arrival of the first train in 1851, which spelled the doom of the extensive river traffic. The Civil War further drained the manpower of the area. The final blow to this great era of development was the Great Fire of 1865, which consumed nearly all of Augusta's business district.

Development since that period has been steady, though less spectacular, with small industries, the service trades, highway developments and the various governmental agencies all steadily increasing the opportunities for employment. Financing and the professions have progressed in line with Augusta's central strategic position as State Capital. Its banking institutions, all important in the economic activities of a large part of the State, are the Depositors Trust Company, with 12 branches in central and coastal Maine; The First National Granite Bank, The Augusta Savings Bank and the Kennebec Savings Bank. Engineering, contracting and extensive timberland management also center in Augusta for wide areas of the State.

Augusta has contributed seven citizens as Governors of Maine: Joseph H. Williams (took office in 1857, acting, to take the place of Hannibal Hamlin, resigned upon election to U. S. Senate); Lot M. Morrill (1858); Samuel Cony (1864); Selden Connor (1876); John Fremont Hill (1901); Frederick W. Plaisted (1911), and the incumbent, Frederick G. Payne, former mayor of Augusta (1934-40), elected Governor in 1948 and reelected in 1950. Other former mayors who also were later elected Governors were Samuel Cony (1854); and Frederick W. Plaisted (1906-08).

Maine U. S. Senators from Augusta have been: Ruel Williams (1837-1843); James W. Bradbury (1847-53); Lot M. Morrill (1861-76); James G. Blaine (1876-81); and Edwin C. Burleigh (1913-17).

Representatives to Congress from Augusta have been: Luther Severance (1843-47); James G. Blaine (1863-76); Edwin C. Burleigh (1897-1911); John E. Nelson (1921-33); and Charles E. Nelson, incumbent, (1949- ).

Augusta also has contributed eight justices of the Maine Supreme Judicial Court, four of whom became Chief Justices. The latter were Nathan Weston (1834-41); William Penn Whitehouse (1911-13); Leslie C. Cornish (1917-25); and William R. Pattangall (1930-35).

These leading political figures, together with a large number of Legislature and other State officers from the formation of the State of Maine in 1820 to the present, all claiming Augusta as place of residence, have contributed to the pre-eminence of the State Capital and Kennebec County in the political, legislative, legal, judicial and financial affairs of Maine over the past 130 years.

Besides the Kennebec River flowing north to south through the Augusta city land area, which is nearly a rectangle, Bond Brook and tributaries make the principal watercourse draining the rolling farmlands on the western side of the river. Several small brooks drain the eastern riverbank slopes, ranging from 200 to 300 feet high, into the Kennebec. On the eastern side of the township are two groups of ponds. Tolman, Dam and Spectacle Ponds drain through Sevenmile Brook to the Kennebec in Vassalboro, next north. Togus, Little Togus, Threecornered and Greeley Ponds drain through Togus Stream into the Kennebec through Chelsea, next south, and Randolph.

Gardiner—six miles south of Augusta, on the Kennebec River, Gardiner is an industrial and farming city of about 6,300 population, with more than 2,000 homes and dwelling units. Its 10,099 acres form almost a triangle, with the base on the boundary line with Richmond (Sagadahoc County), next south; the Kennebec River on the east; and Cobbosseecontee Stream on the west, coming to an apex in the city proper at the confluence of the stream and the river. An additional land area extends north of Cobbosseecontee Stream to the boundary with Farmingdale, next north. The southwestern corner of the triangle extends into the northern end of Pleasant Pond, where Cobbosseecontee Stream enters and then flows northeastward to the city proper. The stream here also forms the boundary with West Gardiner Town, next west.

No less than five dams once held back the waters of Cobbosseecontee Stream in the city proper and this outlet of more than a dozen lakes and ponds in the southern county area, dropping nearly 130 feet to tidewater at Gardiner, was the basis of early large industries in the paper, shoe and lumber fields. Gardiner also being an important Kennebec River port, in the days of small coastal vessels, was the scene of considerable ship building, lumber and ice traffic; and the homes of its former sea captains still are showplaces.

Today, its principal industries are shoes, lumber, metal working and the most modern, sanitary wine-bottling plant in New England, the Fairview Wine Company. It also has several hundred retail, trade and service establishments and several scores of professional service offices. A modern shoe factory was being built in 1950, with the aid of local subscription, for its largest industry, the Commonwealth Shoe & Leather Company, normally employing about 500 workers. Gardiner's three banks are a branch of the Depositor's Trust Company (Augusta), the National Bank of Gardiner and the Gardiner Savings Institution. Dairying, orcharding and general farming, together with some lumbering and pulpwood cutting are principal activities in the rural areas. Another principal settled area, in addition to the city proper, on both sides of Cobbosseecontee Stream, is South Gardiner, on the Kennebec River, where a women's wear plant of Textron, Inc. employs about 100 workers.

Route 201, from Brunswick, is the principal highway through Gardiner, skirting the northern end of Pleasant Pond and running along the Libby Hill (400) and Iron Mine Hill (320) ridges on the eastern bank of Cobbosseecontee Stream into the city proper from the south. Other chief highway routes into the city are Route 24, the River Road, from Topsham along the western bank of the Kennebec; and Route 126, from Lewiston. A bridge across the Kennebec from Gardiner to Randolph, brings Route 27, from the Kennebec eastern bank coastal region, into the city and thence north to Augusta and the Belgrade Lakes area.

A network of local roads and streets connects these main highways at half a dozen points within the city limits. Rolling Dam Brook drains the central part of the triangular land area from south to north through rolling farm and wood lands, entering the Kennebec between Gardiner and South Gardiner. It is largest of half-a-dozen lesser watercourses draining the small hills into both the Kennebec River and Cobbosseecontee Stream.

Gardiner was named for Dr. Sylvester Gardiner (1708-86), who acquired 100,000 acres on both sides of the Kennebec and set about to develop a feudal estate for his descendants. The Revolutionary War ended hopes of fulfilling his baronal plans completely, but the Gardiner family still became perhaps the most prominent on the Kennebec over the past 200 years. Its home, Oaklands, occupying a large estate in Gardiner along the Kennebec River, is a 45-room granite house in the Tudor manor style, ivy-clad and one of the most pretentious in the State of Maine. Former Governor (1929-33) William Tudor Gardiner, who also has financial interests in Boston, is the present head of the family and uses the home as part time residence.

Gardiner has a modern high school, a commercial school and a 20,000-volume Gardiner Public Library. It also has a general hospital, several convalescent homes, a convent and asylum and an historic hotel, the Johnson House. Its churches include Advent, Baptist (3), Catholic, Christian Science, Congregational, Episcopal, Methodist, Nazarene and Universalist. Its historic buildings include Christ Church, built in 1819 on the site of St. Ann's Episcopal Church, established by Dr. Gardiner in 1771. The Maine Central Railroad main line runs along the river front and freight and passenger service today is augmented by truck and bus transportation travelling its main highways.

Gardiner's many famous sons and daughters include Edwin Arlington Robinson, poet, (1869-1935) who grew up in the town and used its village scenes and characters in many of his works, notably "Tilbury Town," which was Gardiner; Laura E. Richards, author of more than 70 novels, biographies and short stories, most noted of which was "Captain January," made into a motion picture in 1936; John F. Stevens, noted architect; and Kate Vannah, composer and author.

Gardiner was settled as part of Pittstown in 1760 and was known as Cobbossee. It was set off and incorporated the 139th town in 1803 and named in honor of the Gardiner family, who were the principal owners. Part of Hallowell was annexed in 1834 and it was incorporated as a city in 1849. Part was set off to form West Gardiner in 1850 and a part set off to Faringdale in 1852. It has a mayor-aldermen form of government.

**Hallowell**—Hallowell is the second smallest city in area in Maine, its 5.22 square miles lying next south of Augusta on the western bank of the Kennebec. Settlement grew rapidly after the building of Fort Western in 1754 (see AUGUSTA), when it was known as The Hook, or Hallowell Hook, from Bombahook Stream, which here enters the Kennebec. When it was incorporated the 21st town in 1771, it included Augusta, Chelsea, and parts of Manchester, Farmingdale, Gardiner and Pittston. It was named for Benjamin Hallowell, one of the early proprietors of the Kennebec Purchase.

Facing a bend in the Kennebec River, with hills rising somewhat steeply to more than 400 feet back from the river, Hallowell soon became a shipbuilding, lumbering and schooner transport center. It was the starting point of the overland Coos Trail, first road route from the Kennebec through Western Maine into New Hampshire. Today its river traffic, which it shared with other Kennebec River towns, is a thing of the past and its once-teeming wharves largely rotted, or cleared away. Its famous granite quarries, from which large blocks of grey fine-grained texture stone were rolled, skidded or hauled downhill to waiting barges and schooners for the construction of many famous public buildings, churches and monuments, including the Maine State Capitol, have, in more recent years, produced thousands on thousands of paving blocks. Shoes, lumber, metal working, bottling, baking, printing are today its chief industries. Several scores of retail, service and professional establishments also add to its economy.

With more than 3,400 population, Hallowell has registered a 17 per cent gain in the past ten years, as Augusta business and residences continue to spread out into the "suburbs." Its professional offices include the headquarters of the Maine Municipal Association.

Hallowell has a modern high school, Baptist, Catholic, Congregationalist, Episcopal and Methodist churches, the Hubbard Free Library of some 20,000 volumes, and is the site of the State School for Girls, opened in 1875 as a private institution and taken over by the State in 1899. It has a branch of the Depositor's Trust Company, Augusta, and a loan and building association. Several civic, social and cultural organizations highlight an active community spirit.

Historic houses and buillding include former homes of Hallowell ship captains and merchants, the Vaughan Mansion (early 1800s); the Worster House, (1832), one of the most famous of old Maine hotels; Hubbard House (1830) home of Dr. John Hubbard, Governor of Maine in 1850-53; and the old Hallowell Academy, lately used as a primary school, and established in 1791 as the second institution of its kind in Maine.

Besides Governor Hubbard, Hallowell also contributed Governor Joseph R. Bodwell (1887). Peleg Sprague was U. S. Representative and Senator (1829-35). Hallowell also claims the first steam automobile built in America, in 1858, by the McClench brothers, in their machine shop on Bombahook Stream.

Hallowell became a city in 1852 and has a mayor-aldermen form of government. It is on the Maine Central Railroad main line and Route 201, from Gardiner to Augusta, is its principal highway. Its only other through routes are the old Coos Trail to Manchester and Winthrop and one through Farmingdale and West Gardiner to Litchfield. Its principal network of city streets is along the river bank.

WATERVILLE—on the northern edge of Kennebec County Waterville is the County's second largest city in population (18,232) and is the center of the County's largest concentration of industries. It is also the seat of Colby College (see below) and other educational institutions and an important railroad, highway and business center for Central Maine, including the Belgrade Lakes Region, and Southern Franklin, Southern Somerset and Northern Waldo Counties.

Occupying only 8,621 acres of comparatively level land on the western bank of the Kennebec River, Waterville historically and in economic and industrial development is regarded as the major segment of an active business "hub" which also embraces industries and residental developments in adjoining sections of Winslow, on the east bank of the river; Oakland, next west; and Fairfield (Somerset County), next north. Large industrial plants in these adjoining towns are thus commonly spoken of as in the Waterville area, such as the Hollingsworth & Whitney paper mills in Winslow and Keyes Fibre Company, with plants in both Waterville and Fairfield.

Waterville-Winslow, on opposite sides of the river, were linked together as one area in Indian and colonial days and it was not until 1802 that Waterville was set off from Winslow and incorporated the 137th town. Oakland, in turn, was set off from Waterville as a separate town in 1873 under the name of West Waterville. The same joint, or closely-allied, community aspect is further retained today in the Waterville-Winslow Chamber of Commerce, which serves the entire area.

With more than 3,000 industrial workers, together with other thousands employed in the service, trade and non-manufacturing activities, Waterville rates its direct marketing and shopping area at 100,000 population. Largest of the industries in the twin-city area are the Keyes Fibre Company, pioneer manufacturers of molded pulp products, employing nearly 1,000; Lockwood-Dutchess Company, cotton sheets, pillowcases and other fabrics, 600; Wyandotte Worsted Company, 600; and C. F. Hathaway Company, shirts, 550.

Other important industries include bottling, lumber finishing and contracting, metal working, ice cream, machinery, printing, plastics, woodworking and car repair shops of the Maine Central Railroad. Several hundred retail and wholesale establishments, including nearly a score of department stores, eight hotels with more than 600 rooms total, Colby College and other educational institutions, three hospitals, and more than 100 professional offices also are important in Waterville's economic life.

Financial service is given by the locally-owned Federal Trust Company, a branch of the Depositors Trust Company, the Waterville Savings Bank, and the Waterville Loan and Building Association. Four theaters and several gymnasiums and athletic fields are among entertainment facilities in a city noted for its keen interest in sports.

Waterville has more than 5,200 homes, nearly 100 of them constructed in 1950 and representing a gain of nearly 1,000 since 1940. New construction in 1949-50 amounted to more than $3,000,000, largest unit of which was the $1,000,000 new Thayer Hospital and Mansfield Clinic. Additions to the new Colby campus also amounted to more than $800,000 during the two years. A large furniture mart, supermarket and a new American Legion home were other major construction projects.

Waterville's strategic economic location is further enhanced by its proximity to the famous Belgrade and China Lakes Regions and the broad surrounding Central Maine area with its extensive industrial, agricultural and recreational resources.

It has an excellent municipal airport, LaFleur Memorial Field, with three hard-surfaced runways, one of 2,300 feet and two of 4,000 feet, all with side safety strips. Forty planes can be stored in the two steel hangars, with pilot and mechanic training schools and weather station. Regular passenger service is maintained by Northeast Airlines.

The terminus of four lines of the Maine Central Railroad system, Waterville also is a highway hub. Major routes entering the city include Route 201, the "Canada Road," from Augusta and Skowhegan; Route 104, the west bank "River Road," from Augusta through Sidney; Route 11, through the Belgrades Region from Augusta; Route 137, from Oakland; and Route 139 from Norridgewock. The connecting Ticonic Bridge from Winslow brings to the city area the highway routes on the east side of the Kennebec, such as Route 32 from North Vassalboro and Benton; Route 137 from China; and Route 139 from Unity (Waldo County).

Besides its excellent school system, high school, and Colby College, Waterville is the seat of Coburn Classical Institute, founded in 1829 as Waterville Academy; Mount Merici Academy, operated by the Ursuline Sisters; Thomas Business College and several parochial schools. The Waterville Public Library of more than 40,000 volumes was built and given to the city in 1904 by Andrew Carnegie. The Colby College Library numbers more than 100,000 volumes.

Nearly 20 churches and chapels in the city serve Advent, Baptist, Catholic, Christian Science, Congregational, Episcopal, Hebrew, Methodist, Salvation Army, Second Baptist and Universalist congregations. Hospitals are Thayer, Sisters and Waterville Osteopathic Hospitals, besides several convalescent homes and asylums.

The Waterville *Morning Sentinel* is one of Maine's outstanding daily newspapers, with the largest photo-engraving plant in the State. Radio Station WTVL of the Kennebec Broadcasting Company also is an important communications and entertainment factor in the entire Central Maine area.

Besides the new American Legion home, the Masonic fraternity also has its own building, with a Lodge, Chapter, Commandery, Eastern Star, Masonic Club and Shrine Club. The Elks also have their own building. Other prominent organizations include Odd Fellows, Knights of Pythias, Modern Woodmen of America, Knights of Columbus, Sons of Union Veterans, Daughters of Union Veterans, Veterans of Foreign Wars, Spanish War Veterans, Canadian Veterans and nearly a score of other fraternal, social and cultural organizations. The Waterville Boys Club, with its own building, is one of the most active in Maine.

Waterville's principal buildings, mostly of brick and stone construction of three to five stories, are clustered in the business section along Main Street, the shopping and department store center. Other notable buildings, besides the institutions mentioned above, are the City Hall, Post Office, Public Library, Redington Museum (1814) and various churches and hospitals and the old Colby campus on College Avenue near the river front. The old fieldhouse and gymnasium were acquired in 1949 jointly by the city and State and will be remodeled into a Community Building with conventional hall facilities.

When white men first came to the Waterville-Winslow area, they found a large village of the Canibas Indians on the blunt peninsula formed by the confluence of the Sebasticook and Kennebec Rivers in Winslow. Their burial ground was on the western, or Waterville, side of the river, and Indian skeletons and implements have been found where a traffic rotary now exists at the junction of Main, Water and Front Streets. This Waterville-Winslow area was called by the Indians, Teconnet, and the first English trading post was established here in 1653. At that time Jesuit missionary work already was active among the Indians, with a mission established at Norridgewock, 15 miles to the northwest.

With the outbreak of the Indian Wars in 1675, trading was disrupted and it was not until 1754 that Fort Western in Augusta and Fort Halifax in Winslow were built to protect the southern Kennebec communities. From the time of Champlain's exploration in 1604, the Kennebec had become the major inland waterway from the Atlantic to Quebec and the St. Lawrence, just as it had been used by the Indians for centuries before. Fort Halifax was never attacked by Indians or French and, in 1763, it was dismantled, except for one blockhouse, which still remains alongside Route 201 in Winslow. During those nine years a narrow military road was cut through the woods and over the east bank hills to Augusta, connecting with Fort Western, from whence boat travel was maintained to Portland and Boston. Benedict Arnold made portage around Teconnet (Ticonic) Falls at Waterville-Winslow on his famous march to Quebec.

Early settlers found the Waterville-Winslow area well suited to agriculture, with abundant waterpower for grist and lumber mills. The first of these was established in the 1750s on the banks of the Sebasticook in Winslow. As settlement of the west bank of the Kennebec, now Waterville, developed rapidly, a saw and grist mill, powered by a dam, were built on Messalonskee Stream, outlet of the Belgrade Lakes chain, making a north-south curve through Waterville to outlet into the Kennebec about two miles south of the Sebasticook River confluence. This dam and mill were rebuilt several times during the next half-century and in the ensuing 25 years two more dams and mills were built farther up the stream. In 1899, after fires and floods had destroyed these industrial enterprises and their replacements at various times during the century, a 40-foot stone dam was built to produce electricity, with all the waterpower of the various dams upstream united in one. This was the beginning of electric power development in the Waterville area and is near the site of the present Union Station of the Central Maine Power Company below Emerson Bridge.

The year 1899 also marked the founding of the Central Maine Power Company (see AUGUSTA) by Harvey D. Eaton and the late Walter S. Wyman, both of Waterville, described in Part Two, Chapter 5.

With the growth of the two settlements of Waterville and Winslow on opposite sides of the river, dissensions finally resulted in the granting of a town charter to Waterville in 1802. River traffic increased steadily until the advent of the railroads in 1849 and small industries prospered until after the Civil War, when a decline set in. Ticonic Falls Dam, on the Kennebec, was built in 1873, making possible the first of Waterville's large industries, which are still expanding after the usual ups and downs of three-quarters of a century. During those years, the development of the big factories brought to Waterville an increasing stream of French-Canadians and later, Syrians, the latter attracted principally by railroad building and the railroad repair shops.

Today, population of Waterville is about 40 per cent of English descent, 40 per cent of French-Canadian or Franco-American descent and about 15 per cent of Syrian birth or descent. Considerable admixture of all three elements also has taken place during the past 25 years, together with substantial in-migration from other sections of Maine and New England. With large-scale foreign immigration slowing down almost to a halt during the last 40 years, all elements are uniting more and more closely in community life and all are finding their proportionate places in the social, economic and political life of the city.

## Colby College

Colby is one of the few colleges in the United States, if not the only one, which can be said to have had two "births," the first more than 125 years ago and the second, involving building of a complete new campus, is now, after 20 years, only a few years from completion.

On petition of prominent Baptists in the State, the General Court of Massachusetts in 1813 granted a charter for the Maine Literary and Theological Institution. Five years later, the Rev. Jeremiah Chaplin, with his family and seven students from Danvers, Massachusetts, began the long trip to Waterville, changing from sloop to longboats at Augusta for the remainder of the journey up the treacherous river. This original group soon had the theological department of the new institution functioning and, in 1820, one of the first acts of the new Maine Legislature was to grant the right to confer collegiate degrees. The name of the institution was changed to Waterville College in 1821 and the theological department was discontinued after 1825. The name was changed to Colby University in 1867 in gratitude for gifts from Gardner Colby, a Boston merchant and prominent Boston layman. The institution became co-educational in 1871.

Located on the western bank of the Kennebec, Colby's campus over the years came under mounting area pressure from railroads and industrial development. After the turn of the 20th Century, it became evident that the site offered no prospect for high standard work, or expansion in the future. In 1929-30 a survey was conducted under State sponsorship, which, as regards Colby, declared:

> "If Colby is to continue to offer high quality collegiate work, the limitations which the site and present buildings put upon its program of service must be removed . . . The recommendation is, then, that Colby College should move to a larger and more desirable site."

*On Colby's New Campus*

For a college whose graduates had largely gone into fields of service not highly remunerative—its alumni include many foreign missionaries, 39 college presidents, and ambassadors, generals, Senators and Congressmen—and which had no large circle of wealthy friends to call upon, such an undertaking would have appeared impossible even to attempt. But President Franklin W. Johnson, now president-emeritus, and his Board of Trustees, accepted the challenge and, in 1930, voted to move Colby to a new site "if and when feasible."

Mayflower Hill, site of the new Colby College campus, was acquired by the citizens of Waterville at a cost of $100,000 and the 600-acre tract of farm and woodland was presented to the College. Ground was broken for Lorimer Chapel in 1937 and other buildings quickly followed. The Women's Dormitory and Women's Union and gymnasium were opened in 1942. War temporarily stopped construction. Five buildings were completed by 1947 and, in 1948, the Field

House, new football field and tennis courts were added. Two fraternity houses and the President's house were completed in 1949 and during 1950 two upperclassmen's dormitories and the Keyes Science Building were completed. A second Women's Dormitory has been placed next on the list of projects and a $150,000 campaign was completed successfully late in 1950 by the citizens of Waterville to finance the project. A biology-geology classroom and laboratory building also was under construction late in 1950 and the foundation for the second Women's Dormitory also was in place. Building of the latter structure will complete the housing of all students. Further plans call for construction of two more fraternity houses and other structures.

The ultimate plan contemplates a $7,000,000 plant to provide unrivalled educational facilities for a college of 600 men and 400 women. Mayflower Hill, north of Waterville City, offers an extensive panorama of the Kennebec River Valley south and west to the Oxford Hills and several college presidents have declared it to be the most beautiful college site in the United States, as it is certainly the newest.

J. Frederick Larson, designing architect, has laid out the campus with every building placed in a logical relationship to the others, forming a ''functionally-planned'' whole. The American Colonial style of architecture was chosen as most representative of Colby's historical heritage and as appropriate to the Maine scene. The buildings are not unduly luxurious, yet nothing has been spared to make them enduring, adequate in size and efficiently planned.

One of Colby's most famous alumni was Elijah Parish Lovejoy (1802-37), who graduated in 1825. His strong anti-slavery views and championship of a free press brought him threats and mob violence in both Missouri and Illinois, where he was shot to death at Alton by pro-slavery rioters. His death, 24 years before the Civil War, attracted wide attention throughout the Nation and made him one of the first martyrs of the cause of anti-slavery and a free press. George Dana Boardman, one of the two members of the college's first graduating class in 1822, became a pioneer missionary to Burma. Samuel Francis Smith (1808-95), professor of modern languages at Colby, wrote the verses to the anthem *America,* the tune of which he found while glancing through a book of German melodies.

When present planned construction and landscaping of the new campus is completed, the ''A'' objective of the Mayflower Hill Development Fund Campaign will have been attained. Remaining will be the ''B'' objective, a $1,800,000 fund to implement Colby's educational program. This amount will provide: $750,000 for instructional endowment; $250,000 for scholarship endowment; $300,000 for the Lovejoy Building; $400,000 for a physics building; and $100,000 for the health and athletic program.

President-emeritus Johnson, directing genius of the transfer of Colby to the most modern campus in the United States, was a member of the Class of 1891 and returned to the college as president in 1929, after a remarkable career in both the secondary and higher education fields. He has been honorary chairman of the Mayflower Hill Development Fund. General chairman has been Reginald H. Sturtevant, '21, treasurer of the Livermore Falls Trust Company. Vice-chairman is Marjorie Scribner Holt, '14, of Portland, an alumni representative on the Colby Board of Trustees. Other leading members of the fund committee include distinguished Maine leaders who are graduates, or honorary degree recipients, of Colby. These include E. Richard Drummond of Bangor; Theodore R. Hodgkins of Farmington; William S. Newell of Bath; Ellerton M. Jette of Waterville; Bernard E. Esters of Houlton, Richard Dana Hall of Winslow; and Milroy Warren of Lubec.

## Towns

ALBION—Albion is a farming and lumbering town of 984 population on the northeastern side of Kennebec County, on joint Routes 9 and 202, Augusta to Bangor. A network of local roads through the township also connects with Winslow on the west, Benton on the north, China on the south and Freedom (Waldo County) on the east. Rolling, hilly terrain through the township is featured by Lovejoy Pond, draining through Mill Stream into Fifteen-mile Stream, the latter watershed also including Pratt Stream, Fowler Brook and several lesser watercourses. Albion and South Albion are the principal village centers. Albion was organized as Freetown Plantation in 1802. It was incorporated in 1804 as Fairfax, the 152nd town, and later was named Lygonia in 1821 and, finally, Albion in 1824. Dairying and lumbering and general farming are principal pursuits, featured by several sawmills and a corn canning plant. It also has more than a dozen trade and service establishments. Besse High School heads its town school system.

BELGRADE—Belgrade is a large farming and summer resort township in the northwestern section of the County, its 1,098 permanent population increasing an estimated tenfold during the summer months. It is in the center of the so-called Belgrade Lakes Region and its 37,555 acres include more than 10,000 acres of lakes and swamp land. Within the township limits are most of Great Pond, largest in the Belgrade Chain, and parts of Messalonskee Lake, Ellis, McGrath and Long Ponds. Belgrade Stream is largest of several watercourses draining various lakeshore sections of the town and connecting the several lakes and ponds. Belgrade, Belgrade Lakes (Belgrade Mills) and North Belgrade are the principal village centers. Route 27, Augusta to New Sharon, and Route 11, Augusta to Oakland, are the principal highways through the township, with more than a score of local roads leading to the various lakeshore areas and into adjoining towns.

More than a score of youth camps and vacation resorts point up the economic importance of the vacation business to Belgrade, which also has half a dozen summer hotels, topped by The Belgrade Hotel and cottage resort, largest such establishment in this section of the State. More than a score of allied service and trade establishments also draw upon the vacation industry, along with the town's basic farming pursuits. Belgrade was settled in 1774 and incorporated the 101st town in 1796. It has a high school, theater, summer theater and library, golf course and State Fish Hatchery.

BENTON—Benton is a farming and lumbering township in the northeastern section of the County, north of Winslow and on joint Routes 11 and 100, the principal highway between Waterville and Bangor. It is on the east bank of the Kennebec River opposite Fairfield (Somerset County). Route 32 leads from Winslow, on the south, and other major routes lead to Albion and Unity on the east. The Sebasticook River flows north-south through the western side of the township, while Fifteen-mile Stream, joining the Sebasticook River in Clinton, next north, is the principal watercourse on the eastern side. Several lesser streams drain the countryside into the major rivers and also drain the extensive boglands of the eastern side of the township.

Benton's population of 1,391 reflects the increased home building of the past quarter century, due to the town's location on major highway routes and industrial expansion in the adjoining Waterville-Winslow-Fairfield area. Principal village sections are Benton (Falls), East Benton and Benton Station (Maine Central Railroad) on the east bank of the Kennebec, opposite Fairfield. The town has more than a score of retail, trade and service establishments. It was settled in 1775 as part of Clinton, next north, from which it was set off and incorporated in 1842 as Sebasticook, the 357th town. The name was changed in 1850.

CHELSEA—on the eastern side of the Kennebec River opposite Hallowell and Farmingdale, Chelsea's population of 2,165 is due largely to the location of the U. S. Veterans' Administration Facility, a 1,752-acre home and hospital establishment for disabled veterans. Known popularly as Togus, which is a contraction of the Indian Worromontogus, the reservation is a complete village in itself, with scores of major buildings and homes in an attractive landscaped setting, accommodating more than 1,000 patients and personnel. Togus was established in 1866 as the first institution in the United States for disabled veterans.

Route 17, Augusta to Rockland, Route 226, Randolph to Togus, and Route 9, Randolph to Augusta, on the eastern bank of the Kennebec, are principal highway routes through the town, with nearly a score of lesser roads connecting the main routes. Due to its proximity to the Augusta-Hallowell industrial and business area, Chelsea has seen considerable expansion in home building during the past quarter-century. Settled in 1759, it formerly was part of Hallowell, from which it was set off and incorporated in 1850.

CHINA—China is a vacation, farming and lumbering town of 1,370 population on the east central border of Kennebec County, traversed by several major highway routes and with large and deep China Lake as its principal feature. Most of Threemile Pond, in the southwest corner, Evans Pond, Dutton Pond, on the northern boundary and part of Branch Pond, on the eastern boundary, also are in China Township limits. More than a dozen streams and brooks flow into and drain the lake and pond areas, including the West Branch of Sheepscot River and Hunter Brook.

Joint Routes 9 and 202 run along the eastern side of eight-mile-long China Lake, while Route 32, from Vassalboro runs along the western side and Route 3, Augusta to Belfast, crosses the township from west to east. These routes make a junction at South China Village, at the southern end of the lake. Route 137, from Winslow, on the northwest, is another major highway route through the town. More than a dozen access and local roads lead from the main highways into the various sections of the township.

China Village, at the northern end of the lake, South China, Weeks Mills on the south and Branch Mills on the east are the principal village centers. The China Lake Region is noted for its scenic beauty and is the location of more than a dozen youth and sporting camps and several hotels. Several wood products and lumber mills and a canning plant add to the town's basic economy, which also contains more than a score of retail, trade and service establishments. Erskine Academy, at South China, is the principal school and libraries are located at China and South China.

China was settled in 1754 and called Jones Plantation. It was incorporated as Harlem, the 102nd town, in 1796. Parts of Harlem, Albion and Winslow were set off to form China, the 223rd town, in 1818.

CLINTON—northernmost town in Kennebec County, Clinton's 1,623 population is engaged principally in general farming, dairying, lumbering, sawmills, wood novelty work, canning, tanning and woolen manufacturing. Major highway through the township, from southwest to northeast on the eastern boundary, is joint Routes 11 and 100, Augusta to Bangor. From Clinton Village, in the southeast section of the township, a network of local roads gridirons farming and woodland sections. The Kennebec River opposite Fairfield (Somerset County) forms the western boundary of the township and in the northwest corner Route 24 crosses the river by bridge from Hinckley Village (Fairfield) at the former Pishon Ferry location. The Sebasticook River forms most of the eastern township boundary. Rolling hills and farmlands comprise most of the town's terrain, with Beaver Brook and tributaries emptying into the Sebaticook River at Clinton Village as the town's third principal waterway. More than two score retail, trade and service establishments, added to the town's industry, make for a busy local economy. The town also has a high school and library.

On the Maine Central Railroad, Clinton was settled in 1775 and first was organized as Hancock Plantation. It was incorporated the 100th town in 1795.

FARMINGDALE—Farmingdale is a small township (7,347 acres) on the west bank of the Kennebec River between Gardiner and Hallowell. Route 201, Brunswick to Augusta, on the Kennebec River west bank, is its major highway route, along which is located most of its score of business and service establishments. Acreage in the western part of the township, traversed by the Hallowell-Litchfield Road, is mostly rolling farming and wooded terrain, topped by several 400-foot elevations. Parts of Sanborn and Jamies Ponds lie on Farmingdale's western boundary. Horticulture, orcharding and poultry raising are the chief agricultural pursuits.

Farmingdale was set off from Gardiner, West Gardiner and Hallowell in 1852 and incorporated the 388th town. Farmingdale, on Route 201, is its principal settlement. Population of 1,449 in 1950 showed a 21.1 per cent gain over 1940, due to new home building and the town's location in the center of the Augusta-Hallowell-Gardiner area.

FAYETTE—Fayette is a farming, lumbering and summer resort township on the west central border of Kennebec County and on the northwestern side of the Kennebec Lakes Region. Its terrain is marked by more than a score of wooded hills ranging from 500 to 800 feet in elevation and flanked by pond areas on both eastern and western boundaries. Largest of these ponds are on the eastern side, and include parts of Lovejoy, Crotched (Echo Lake), Parker, David, Basin, Tilton and Cranberry Ponds. On the western boundary with East Livermore (Androscoggin County), are Schoolhouse and Burgess Ponds and, in the north, near the boundary with Chesterville (Franklin County), Mosher Pond. A large swamp area, actually a filled-in former pond, also is on the southwest boundary with East Livermore. Ridges between the western and eastern pond areas include Manter Hill (540), Oak Hill (720), with Hales Pond and Brook on its western side; Fayette Hill (785), Fayette Ridge (820), Pine Hill (800), and the Moose Hill (1120) section, in the northwest corner where the Fayette, East Livermore, Jay and Chesterville boundaries come together.

Principal village areas in the township are Fayette, North Fayette, Fayette Corner and Twelve Corners, all on Route 17; Richmond Mill, at the outlet of Hales Pond; and a part of East Livermore Mills, on Schoolhouse Pond outlet. A network of local roads criss-crosses the main highways and leads to all sections of the township. Summer camps (youth and adult), tourist places, hotels and many cottages are located on the scenic lakes and ponds.

Permanent population of Fayette in 1950 was 396, a loss of 9.6 per cent from 1940, but summertime population is estimated at manyfold the basic figure and a sizable increase over ten years ago. Fayette was settled in 1779 and later organized as Sterling Plantation. It was incorporated the 97th town in 1795. Part was set off to Mount Vernon, next east, in 1802.

LITCHFIELD—Litchfield is an agricultural, lumbering and summer resort town, the southernmost of Kennebec County. It has 956 permanent population, a gain of 32.4 per cent over 1940. Its eastern boundary with Richmond (Sagadahoc County) runs through the middle of 6.3-mile-long Pleasant Pond, and Cobbosseecontee Stream forms most of its northern boundary with West Gardiner. In the western section of the township a chain of ponds in the Cobbosseecontee system includes Jimmy, Buker, Sand (Tacoma Lake) and Purgatory Ponds, all outletting into Cobbosseecontee Stream at Litchfield Village. Other village centers are Litchfield Corners, Litchfield Plains, and South Litchfield (Batchelders).

Joint Route 9 and 126, Lewiston to Gardiner, is the principal highway through the town, with a network of local roads connecting the village sections and the main highways to adjoining towns. Danforth Hill (501), Oak Hill (500), Springer Hill (555) and Dennis Hill (447) are the town's principal elevations.

Litchfield was settled in 1776 and organized in 1793 as Smithfield Plantation. It was incorporated the 93rd town in 1795. Litchfield Academy was incorporated in 1845. Several sporting camps and many summer cottages are located on its lakes and ponds and add to the town's basic economy in farming and lumbering.

MANCHESTER—Manchester is a farming, lumbering and lakeside vacation town next west of Augusta, Hallowell and Farmingdale in the center of Kennebec County. The principal village section, Manchester, is in the center of the township and is a junction of Routes 3, 11, 17, 100 and 202, the latter the main highway between Lewiston and Augusta. The northeastern shore of Lake Cobbosseecontee lies in Manchester township limits, as does also the Cobbosseecontee Stream outlet of the lake and the Kennebec Lakes Chain. Parts of Jamies and Sanborn Ponds also lie in Manchester in the southern section, while Shed Pond is on the northwestern boundary. Rolling hills of farm and wood lands mark Manchester's terrain, with a dozen or more local roads leading to all sections of the township. Lithgow Hill (500), near the Augusta-Hallowell boundary, and Allen Hill (640), in the north central section of the township are the two principal elevations.

Manchester Village has been an important road hub and tavern stop since early days of settlement. It was on the Coos Trail from Hallowell to Western Kennebec, Franklin and Androscoggin Counties, a major route from the Kennebec River to Western Maine and New Hampshire, before the development of railroad travel. Its population today is 662, with increased home building of the past decade coming from its highway developments, its lakeside location and its adjacency to the Augusta-Hallowell area.

Manchester was settled in 1775 and incorporated as Kennebec, the 383rd town, in 1850, having been formed from parts of Augusta, Hallowell, Litchfield, Readfield and Winthrop. Various boundary changes and annexations occurred over the next quarter-century, during which the name was changed to Manchester in 1854. A secondary village section, known as The Outlet, is located on the southwestern side, at Cobbosseecontee Lake outlet into the Stream of the same name.

MONMOUTH—Monmouth is a farming, lumbering, vacationing and small industry town in the southwest side of Kennebec County, with a 1,681 resident population, which represents a 12.1 per cent gain over 1940. Encompassing considerable shore areas on some half-dozen lakes and ponds of the Kennebec Lakes Region. Monmouth has nearly a dozen adult and youth camps, summer hotels and resorts, all adding to its diversified economy. A woolen plant, lumber mill, vinegar works, and canning factory are among its industrial components, while its agricultural basis is featured by location of the Highmoor Farm Experiment Station of the Maine Department of Agriculture. Orcharding, dairying and poultry raising are prominent specialities of its general farming activities.

Principal village sections include Monmouth, East Monmouth, North Monmouth and South Monmouth. Monmouth Village is on the northeastern side of Cochnewagan Pond, which outlets here into Wilson Stream. The latter watercourse drains the western and northwestern sections of the township into Wilson Pond at North Monmouth Village. South Monmouth Village, in the southeast corner of the township, is adjacent to and includes part of the western shore of Tacoma Lake (Sand Pond) in Litchfield. East Monmouth Village is on the northeast corner, on the stream connecting Lake Annabessacook and Lake Cobbosseecontee, the southern ends of both of which lakes lie in Monmouth township limits. Rolling and fairly-level farm and wood lands mark the township terrain, with several wooded ridges rising to 400 to 600-foot elevations.

Principal highway route through Monmouth is joint Routes 3, 11, 100 and 202, the Lewiston to Augusta Highway, with more than a score of local roads connecting the various village centers and leading to adjoining town centers of Kennebec and Androscoggin Counties. In addition to the small industries, the village centers contain a total of several scores of retail, trade and service establishments.

Monmouth was settled in 1775 and incorporated as the 75th town in 1792, named in honor of the Battle of Monmouth. Its town hall, of a Turkish style, was designed by Harry Cochrane, noted Monmouth muralist and writer, and contains some of his famous murals. Monmouth Academy was founded in 1803 and the town has a public library.

MOUNT VERNON—Mount Vernon is a farming, lumbering and vacation town of 653 population in northwest Kennebec County, set amidst a hilly terrain, with more than a half-dozen lakes and ponds providing scenic and recreational advantages. It lies between the Belgrade Lakes and Upper Kennebec Lakes Regions. Principal village sections are Mount Vernon, East Mount Vernon and West Mount Vernon. East Mount Vernon is located on Belgrade Stream, near the Long Pond outlet into the stream and Lake Messalonskee (Belgrade Town). Mount Vernon Village is located at the northern end of Minnehonk Pond and its outlet through Wilson Stream into Flying Pond (also Vienna, next north). West Mount Vernon is located at the northern end of Echo Lake (Crotched Pond), which connects with Parker Pond (Fayette-Chesterville) north of the village. The northern end of Torsey (Greeley) Pond (Readfield) and Moose Pond also are in Mount Vernon town limits. Greeley Pond is known as Torsey Lake.

Ridges rising from the lakeshore areas include Bowen Hill (785), Hornbeam Hill (700) and footspurs of a 1,200-foot high ridge in

Vienna town, next north. Principal highways through Mount Vernon are Route 41, Winthrop to Farmington Falls, and Route 211, Mount Vernon to Belgrade, both of which pass through Mount Vernon Village. Various other local roads also lead to the several lake and pond areas in the township and to villages in adjoining towns.

Nearly a dozen youth and adult camps and summer resorts add to Mount Vernon's basic town economy in general farming and lumbering, which support nearly a score of retail and service establishments. Two famous resort places in the town are the Elizabeth Marbury House, a rest home for working women, and the Maine Chance Farm of Elizabeth Arden, New York beauty expert, who has here established an elaborate and exclusive rest and beauty resort.

***An Amphibian on the Shore of One of the Belgrade Lakes at Oakland***

Mount Vernon was settled in 1774 as Washington Plantation and was incorporated in 1792 as the 80th town, named for George Washington's estate on the Potomac. Parts of Readfield, Rome, Belgrade and Vienna were annexed and adjusted during the first half-century of the town's organization.

Oakland—Oakland is an industrial, lumbering, summer resort and limited farming town just west of Waterville on the northern border of Kennebec County and on the northeastern side of the Belgrade Lakes section. With 2,675 permanent population, its principal residential and industrial area is located at the northern end of Lake Messalonskee, at the outlet into Messalonskee Stream, which flows into the Kennebec in Waterville. Here are located woods products and woolen mills, foundry and metal working industries, specializing in axes, scythes, peaveys and other industrial and farming tools, and lumber and box mills. More than two scores of retail and service establishments also add to the busy town economy.

On the southwestern borders of the town are Ellis and McGrath Ponds and on the northwest is the southern section of East Pond, all in the Belgrade Lakes Chain and on which nearly a score of adult and youth camps and summer resorts are located. Mostly level, or rolling farmland characterizes the town's general terrain, with Howland Hill (705), west of McGrath Pond, on the western boundary with Belgrade.

Routes 11, 24 and 137, passing through Oakland, make the town area an important highway hub, from which local roads branch to all sections of the township and to adjoining sections of Waterville, Sidney, Belgrade, Fairfield and Smithfield. Oakland was set off from Waterville and incorporated as West Waterville, the 433rd town, in 1873. The name was changed to Oakland in 1883. The town has a high school and public library of nearly 10,000 volumes.

PITTSTON—Pittston lies on the southeastern corner boundary of Kennebec County, on the east bank of the Kennebec River opposite Gardiner. It is a farming, lumbering and small industry township of 20,857 acres, with rich historical associations of Revolutionary War days and, during the last half of the 19th Century, had nearly a dozen large ice houses along its banks for the harvesting, storing and shipping of many thousands of tons of Kennebec River ice. Nearly a score of river vessels loading ice at one time were a common sight along this stretch of the river.

Togus Stream forms the northern boundary of Pittston with Randolph, next north, while Eastern River forms the principal watercourse draining the eastern section of the township. Nehumkeag Pond, in the center of the township, flows through Nehumkeag Brook into the Kennebec. Rolling hills and farmlands mark most of the town's terrain back from the riverfront.

Pittston Village is on the Kennebec near the northern boundary with Randolph and on Route 27, the main Wiscasset-Augusta Highway along the eastern bank of the river. East Pittston Village is on the Eastern River, near the eastern town boundary with Whitefield (Lincoln County). North Pittston Village is in the northeast section, on Route 126, Pittston to Jefferson. Other local roads connect the three village sections and lead off the main routes to all parts of the township.

Although the first settler of the town, Alexander Brown, was killed by Indians in 1676, permanent settlement dates from 1759, when Dr. Sylvester Gardiner (see GARDINER), lived here as resident proprietor and manager of the Kennebec Purchase, from which the place was first called Gardinerston. It was incorporated the 40th town in 1779 and named for Sir William Pitt. It then embraced part of Bowdoinham, which was set off the same date, and the present City of Gardiner, which was set off in 1803.

Major Reuben Colburn, with three brothers and four sisters, came to Pittston from Dunstable, Mass., in 1761 and, four years later, built the family house which is still a landmark. Here Colonel Benedict Arnold and his officers made their headquarters in 1775 while preparing for the march to Quebec, and Major Colburn supervised building of more than 200 batteaux to carry the expeditionary force of 1,100 men up the Kennebec. The soldiers camped out on the Colburn grounds during the preparation period. Half a mile north of the house are The Money Holes, of local legendary fame, dug by various persons over the years in a fruitless search for reputed buried pirate treasure. The First Congregational Church was established in 1812.

The town now has several lumber mills and nearly a score of retail and service establishments. It has a population of 1,257, an increase of 12.8 per cent over the past decade.

**Randolph**—one of the smallest towns in area in the State—1,382 acres—Randolph nevertheless has 1,733 population in its compact section on the east bank of the Kennebec opposite the City of Gardiner, with which it is connected by a modern highway bridge. Formerly West Pittston Village of Pittston, it was set off and incorporated as West Pittston, the 449th town, in 1887. The name was changed to Randolph two weeks later. Although J. F. Hodgkins Company foundry is its principal industry, it serves as a residential district for many workers in the Gardiner area factories and also supports nearly a score of retail and service establishments. Togus Stream forms its southern and eastern boundary with Pittston; Chelsea is next north.

**Readfield**—in west Central Kennebec County and in the northern Kennebec Lakes Region, Readfield is an agricultural, lumbering and summer resort town of 1,020 population and with rich historical associations. Its rolling farmlands and wooded ridges extend to the shores of some five lakes and ponds, on which are located nearly a dozen adult and youth camps, summer hotels and other resorts. Prominent among these lakes are Lake Maranacook and Carlton Pond, both on the southern border; Torsey Lake (Greeley Pond), on the northern border; and Lovejoy Pond and Echo Lake (Crotched Pond), on the western border. Readfield Depot (Maine Central Railroad) and Readfield Village are both at the northern end of Lake Maranacook, while the third principal village section, Kents Hill, is on the northwestern side of the township, south of Torsey Lake and east of Lovejoy Pond and Echo Lake. On Kents Hill (531) is the Maine Wesleyan Seminary and College, commonly known as Kents Hill (junior college and school), founded in 1824 and fostered by the Methodist Episcopal Church. It was co-educational as early as 1832.

Readfield was settled in 1760 and was an important agricultural community in the early history of Maine. The Kennebec Agricultural Society was formed here in 1787 and its Kennebec County Fair dates from 1856. Readfield is the birthplace of two Maine Governors, Jonathan G. Hunton (1781-1851) and Dr. John Hubbard (1794-1869). Governor Hubbard signed Maine's first prohibition law in 1851.

The town was set off from Winthrop and incorporated the 74th town in 1791. It contains nearly a score of retail and service establishments and several small industries, in addition to its summertime resort activity. Routes 17, 134 and 135 are its principal highways, with many lesser roads.

Rome—Rome is a heavily-wooded and ridged township on the northwestern border of Kennebec County and in the northern Belgrade Lakes Region. Its southern township limits embrace the northern shorelines of Long and Great Ponds of the Belgrade chain, while on its northeastern corner are Little Pond and part of North Pond, also in the Belgrade chain. Several smaller ponds also lie in between its steep, wooded ridges. Route 27, Augusta to New Sharon, and Route 225 to Smithfield, are its principal highways, both passing through the village of Rome, in the west central section of the township. Other local roads lead from the main highways to the various lakeshore and hill sections.

Higher elevations in the township include an unnamed hill at 1,200 feet elevation on the western township border with Vienna; Philip Mountain (750), north of Great Pond; and ridges rising to 1,040 feet in the northwest corner, on the boundary with New Sharon and Mercer.

Limited farming and lumbering are basic pursuits in the township, which also has more than a dozen youth and adult camps and resort places on the various lakes and ponds. Population in 1950 was 417, representing a loss of one during the past decade. Summertime population is estimated at about five times larger.

Rome was settled in 1780 and was known as West Pond Plantation. It was incorporated the 149th town in 1804. Rome Village is its principal settlement, although part of Belgrade Lakes Village (Belgrade Mills), north of the outlet between Great and Long Ponds, also lies in Rome township boundaries.

Sidney—Sidney is an agricultural and summer resort town next north of Augusta on the west bank of the Kennebec River. Its permanent population of nearly 1,000 is increased greatly in the summertime, primarily because of the town's long shore frontage on the southeastern side of Lake Messalonskee, where the New England Music Camp, Inc., is located. Two major highways run north-south through Sidney, Route 104, the "River Road" between Augusta and Waterville; and Route 24, Augusta to Oakland, on the western side of the township and skirting the shore of Lake Messalonskee. Local roads also lead to the various lake and river points and criss-cross through the interior sections of the township. Principal village sections are Sidney and North Sidney, both on Route 104; West Sidney and Lake Shore, on Route 24; and Sidney Corner, in the south central interior of the township. Nearly a score of service and retail establishments serve the town.

Sidney was settled in 1760 as part of Vassalborough, from which it was set off and incorporated the 76th town in 1792.

Vassalborough—Vassalborough lies north of Augusta on the East bank of the Kennebec River and opposite Sidney (see above). Its population of 2,261, a gain of 17.1 per cent in ten years, reflects its position between the Waterville-Winslow and the Augusta industrial-city areas, as well as its location on central Maine's principal highway, joint Routes 201 and 100. Farming, lumbering and small industry are its major pursuits and it is also the location of the famous Oak Grove preparatory school for girls, with a select enrollment of 100 girls from all parts of the world (see below).

Vassalborough Village and Riverside, both on Route 201, which runs along the east bank ridge of the Kennebec River between Augusta and Winslow, are the two principal village sections on the western side of the township. North Vassalborough, with a woolen mill, and East Vassalborough, with sawmills, are the two principal industrial villages of the town. North Vassalborough is on China Lake Outlet Stream near the northern boundary of the town with Winslow, while East Vassalborough is at the outlet of the China Lake itself, the western end of which here lies in Vassalborough township. Both latter villages are on Route 32. The several village sections support more than a score of retail and service establishments.

Vassalborough was settled in 1760 and incorporated the 22nd town in 1771. Sidney was set off in 1792. Large Webber Pond lies in the center of the township.

### Oak Grove

Although first settlers of Vassalborough were from Cape Cod, after 1780, Quakers from New York and Philadelphia made up the majority of the population. During the 1840s, a group of these Quakers built a little schoolhouse on a hill above the Kennebec River in a grove of young oaks, that their children "might enjoy superior educational advantages amid surroundings where character building should go hand in hand with Latin and Science."

During the Gold Rush days, Oak Grove became a boarding school, since the Founders soon realized the great need of the Quakers to better educate their children. The principals who guided Oak Grove in those early days were brilliant and able, but other states and regions soon lured them from Maine. Eli and Sybil Jones followed their work at Oak Grove by establishing a Quaker School in Palestine. Richard M. Jones was drawn from Maine to the headmastership of William Penn Charter School, which became nationally-known during his 40 years tenure there. Rufus M. Jones went to Haverford College, where he became an international figure, and George L. Jones went to Westtown, the great Quaker school near Philadelphia.

In 1918 Dr. and Mrs. Robert Owen came to the school and in 1925 Oak Grove became a boarding school exclusively for girls. As legatee of the estate of Joseph E. Briggs, and with generous gifts from other friends, Oak Grove in 1929 completed the first unit of the impressive fireproof quadrangle, which raises its castle-like towers above the Kennebec River countryside today. The second fireproof unit, a modern recitation building, was completed in 1939. The Administration Building, with its tall tower at the exact center of the quadrangle, was completed in 1941 and Senior House was occupied early in 1942. Present plans call for two more units, a wing to balance the Recitation Unit and the third dormitory, which will be a modified duplicate of Briggs Hall. This will be built on a lower level of the hillside as old English schools are built, to allow for a pleasing variety from one unit to another.

Oak Grove's present capacity of one hundred girls represents States from Maine to Florida, from Michigan to New Mexico, and South Carolina to California, besides students from Canada, England, Guatemala, Cuba, Venezuela, Chile, Palestine, Sweden, Hawaii, the Philippines and China. The present faculty includes guest teachers from Denmark and England, while the teachers of French and Spanish are teaching their native tongues and each has a doctorate.

*Oak Grove School, Vassalboro*

Under the continued administration and supervision of the Owens, a vigorous student program is followed, with many extra-curricular activities concerned with advancement of culture and community service in the neighboring region. Post-graduation records of Oak Grove girls in more than 40 major colleges have been outstanding. Oak Grove celebrated its Centennial in June of 1949.

Vienna—Vienna is a farming and lumbering town on the northwest corner of Kennebec County, adjoining Chesterville on the west and New Sharon on the north, both in Franklin County. Its population has shown a steady decline from 871 in 1850 to 231 in 1950, which represents a 23.3 per cent shrinkage in the past decade alone. Its heavily-wooded and hilly terrain is also marked by a varied pond area on its southern boundaries with Chesterville and Mount Vernon. This includes the northern shorelines of Flying, Parker and Egypt Ponds and Whittier and Black Ponds. McGurdy Stream and swampland, leading to Crowell Pond, marks its western boundary with Chesterville. Kimball, Boody and Kidder Ponds are small water pockets in its northeastern section.

Vienna Mountain (1060), in the center of the township, is the central elevation among a group of extensive ridges dominating nearly every section of the township. Vienna, on Route 134, Winthrop to Farmington Falls, is the principal village section and is at the head of Flying Pond, in the southeast section of the township. Half a dozen local roads also serve various sections of the township and lead to adjoining communities.

Vienna was settled in 1786 and formerly was called Goshen, Wyman and Viana. It was incorporated in 1802 as the 131st town. It contains several retail and service establishments.

WAYNE—Wayne is an agricultural, lumbering, resort and small industry township on the west central border of Kennebec County. Its population of 454 increases considerably in the summertime. On the western side of the township is large Androscoggin Lake, largest of a north-south chain of lakes and ponds on the western side of the Kennebec Lakes Region. The Androscoggin Lake Chain, which includes Pocasset Lake (Wayne), Lovejoy Pond, Echo Lake, Parker Pond and lesser ponds in northwestern Kennebec County, flows into the Androscoggin River in Leeds, next west of Wayne. Dead River, which connects Androscoggin Lake and the Androscoggin River, is one of the few examples of a ''reversible'' river in Maine. During periods of high water in the Androscoggin River, Dead River flows southeast into Androscoggin Lake and has built up a long sand and mud ''delta'' extending into the center of the large lake. When Androscoggin River level is low, Dead River flows in its true northwest direction, outletting the waters of the Androscoggin Lakes chain into the major river.

Wayne and North Wayne are the two principal village sections of the town, the former on Route 133, Winthrop to Livermore Falls. North Wayne is at a crossroads junction in the northeast section of the township and on the stream connecting Lovejoy Pond and Pickerel Pond, which lies east of Pocasset Lake. Wayne Village is on a narrow isthmus and stream between Androscoggin and Pocasset Lakes. On the eastern south and central borders of the township with Winthrop are Wilson, Dexter and Berry Ponds, all outletting through Wilson Stream into Lake Annabessacook of the Kennebec Lakes Chain. Most prominent elevation in the township is Morrison Heights (680), on a local road south of Wayne Village, from which one of the most extensive panoramas in Western Maine is available, extending over the lakes and rivers of the Androscoggin Valley to the Oxford County Hills and to the White Mountains of New Hampshire.

Several youth camps, hotels and summer resorts add to Wayne's basic economy in agriculture, lumbering and wood and metal working plants. Settled in 1783, it also has been known as Pocasset and New Sandwich. It was incorporated the 113th town in 1798.

WEST GARDINER—West Gardiner is a farming and summer resort town in the south central section of the county, west of Gardiner and north of Litchfield. Its population of 947 is a 9.2 gain over 1940, representing expansion and home building mostly because of the

Gardiner industrial area. Cobbosseecontee Stream forms most of its southern and eastern boundary and into this Grover Brook and Cold Stream drain most of the township's level and rolling terrain. Joint Route 9 and 126, Lewiston to Gardiner, and the Litchfield-Gardiner Road are its principal highways, with other roads leading to adjacent communities and to the town's shoreline of several miles on lower Lake Cobbosseecontee. Horseshoe Pond, an enlargement of Cobbosseecontee Stream, is on its southwestern border. West Gardiner Village, north of the Litchfield Road, is its principal center, although new home building has been extensive during the past decade along both of its major east-west highway routes. It has several sporting camps and nearly a dozen retail and service establishments. West Gardiner was set off from Gardiner and incorporated the 282nd town in 1850.

WINDSOR—next east of Augusta on the east central border of the County, Windsor is a farming and lumbering town of 741 population, with Route 32 running north-south through the center of the township. A network of local roads leads to the various sections of the township. Village sections include Windsor, in a central location; South Windsor, a junction point of Routes 32 and 17 in the southern part of the township; and West Windsor, near the southern end of Three-mile Pond, which extends into the township from China, next north. Windsorville is just east of Windsor Village, on Route 105, Augusta to Washington (Knox County). Moody, Savage and Fox Ponds and part of Long Pond (Somerville Plantation), also are within the township limits. The West Branch of Sheepscot River, flowing through Weeks Mills in China, next north, is the principal watercourse draining most of the township. Several retail and service establishments and a sawmill are parts of the town's economy.

Windsor was settled in 1790 and incorporated in 1809 as Malta, the 174th town. This name was changed to Gerry in 1821 and to Windsor in 1822.

WINSLOW—on the east bank of the Kennebec River opposite Waterville, Winslow is part of the Waterville-Winslow-Fairfield industrial and residential area of northern Kennebec County. Its population of 4,401 represents a gain of 6 per cent during the past decade. (See WATERVILLE.) Largest industry in the town is the Hollingsworth & Whitney Company, noted fine paper manufacturers employing about 1,500. Webber's Dairy, Inc., is a large milk distribution and ice cream plant. Several oil terminals, a dozen minor industries and several scores of retail and service establishments make up the town's basic economy, with extensive farming practiced in the outlying sections.

At the confluence of the Kennebec and Sebasticook Rivers, Winslow shares with Waterville the historical associations of its early Indian settlement of Teconnet, in the triangle formed by the two rivers. Here also was built Fort Halifax in 1754 on orders of Governor Shirley of Massachusetts as a northern outpost of Fort Western, Augusta. So far as is known, Fort Halifax was never attacked either by the Indians or French and, after the Peace of Paris in 1762, the fort was abandoned. Only the old blockhouse now remains as a State Memorial.

Route 201 from Augusta is the principal highway through Winslow, crossing the Sebasticook River near Fort Halifax Dam across the Sebasticook. A mile farther north is the main highway bridge connecting Winslow and Waterville at Ticonic Falls Dam in the Kennebec. Route 32 from Vassalborough also enters the road junction at the Sebasticook River Bridge, then swings northeast to Benton to connect with Routes 11 and 100 as a by-pass of Waterville and Fairfield. Route 137 to China also connects with Routes 32 and 201 at the Sebasticook Bridge. Local roads lead from the built-up section of the town to outlying districts, principally along the east bank of the Sebasticook to Benton, and to neighboring China, Albion and Vassalborough. Pattee Pond, named for Captain Ezekiel Pattee, one of the commanders of Fort Halifax, lies in the center of the township.

Winslow was settled in 1764 and first called Ticonic and Kingsfield. It was incorporated in 1771 as the 23rd town and named in honor of General John Winslow. Its cemetery, on Fort Hill, dates from 1772 and many Indian relics have been unearthed from time to time. Antedating Indian settlement, a cemetery of the Red Paint People has been found on Clinton Avenue, revealing many ancient artifacts.

WINTHROP—in west central Kennebec County, Winthrop is second largest town in the County, with several large industries, extensive agricultural activities and an important commercial center of the central Kennebec Lakes Region. The principal town section is located on the low neck of land lying between large Lakes Annabessacook and Maranacook. Also within the township limits are Narrows Pond, the northern end of Lake Cobbosseecontee, Little Cobbosseecontee (Richard), part of Carleton Pond, on the northern boundary, and parts of Wilson, Dexter and Berry Ponds, on the western boundary. Rolling hills rising from the various lake areas mark the general terrain, rising to Mount Pisgah (809), in the southwest corner.

Joint Route 3, 11 and 100, the main highway between Lewiston and Augusta, passes through Winthrop Village, which also is a hub for Routes 133 and 134 and other local roads fanning out in all directions to the various sections of the township and to adjoining communities. East Winthrop, at the head of Lake Cobbosseecontee, and Baileyville, on the western shore of the same lake, are other village sections.

With a resident population of 3,027, mostly employed in its woolen, linoleum, oilcloth, lumber and gristmills, and its several scores of retail, trade and service establishments, Winthrop's economy is greatly expanded during the summer months as it becomes the focal point of Western Kennebec County's extensive vacation and resort business. Winthrop itself has nearly a score of adult and youth camps, summer hotels and resorts on the various lakes within its boundaries. At East Winthrop is Island Park on Lake Cobbosseecontee, the latter an Indian name meaning "place of many sturgeon."

Island Park is a former trolley line resort with extensive public recreational facilities and many summer cottages.

Winthrop was settled in 1760 and was formerly called Pondtown, or Pondstown. It was incorporated the 24th town in 1771 and named for Governor Winthrop. Readfield was set off in 1791.

UNITY TOWNSHIP—Unity Township is an L-shaped, 6,726-acre tract at the northeastern edge of Kennebec County, which surrendered its plantation organization in 1942. Nearly one-third of its area, which lies between Benton and Unity Town (Waldo County), next east, is swampy. Route 139, Unity to Benton, is its principal highway route, with several other roads leading across local ridges to wooded areas for pulpwood cutting. Its last population count was 52, in 1940. It contained about a dozen farmstands.

# KNOX COUNTY

SECOND smallest County in area in the State, Knox County on the south central coast is on the western side of Penobscot Bay. In its coastal area its terrain features rocky, wooded peninsulas, inlets and harbors, leading back to a series of summits group-named "The Camden Hills." Offshore are several large islands groups, such as off Friendship on the eastern side of Muscongus Bay, islands in St. George Bay and Vinalhaven, North Haven, Isle au Haut and Matinicus at the mouth of Penobscot Bay. Inland are rolling farm lands, rivers, streams, hills and lakes, most prominent of which is Megunticook Lake, stretching into Waldo County to the north. The County covers 362 square miles.

Rockland, its only city and county seat, is an important port at the entrance to Penobscot Bay and is rapidly coming to lead as a North Atlantic fishing port. On Route One, the coastal branch line of the Maine Central Railroad makes its terminus here. Besides its maritime and lesser manufacturing industries, Rockland is a commercial and shopping center for the Bay and coastal area as well as for the inland region which extends into Lincoln, eastern Kennebec and western Waldo County areas. It is thus a focal point for the growing recreational business, which is important to the economy of the surrounding farming, dairying, orcharding, poultry and vegetable raising sections.

Knox County is rich also in its historical interests, for here many generations of farm and fishing folk are rooted, as well as the descendants of sailing and shipping families who still cherish the traditions and mementoes of days when clipper ships and schooners ruled the waves. Boat and yacht building, canning, quarrying, fish packing, lobstering and textiles are major industries.

At the northern coastal edge of Knox County are the towns of Rockport and Camden, embracing one of the prettiest areas on the Maine coast. Here towering mountains, capped by Megunticook (1380), rise from the shore of the bay, a feature which first drew historical notations in the records of Captain John Smith and Champlain. Camden Hills State Park has been developed in this area, a 4,962-acre playground reaching from a 60-acre picnic area at the water's edge to the summit trails and lookouts on Mount Megunticook, overlooking beautiful Megunticook Lake.

Principal highway route through Knox County is Route One, entering the County from the south from Waldoboro in Lincoln County. From Route One subsidiary highways branch down to the Friendship, Cushing, St. George and Owl's Head Peninsulas, while others lead inland to Warren, Union, Washington, Appleton and Hope, with their farming and lake areas.

From Waldoboro Route 220 and from South Warren Route 97 traverse the twin peninsulas between Muscongus Bay and the Georges River, leading to the fishing and resort towns of Friendship and Cushing, with their many offshore islands. Friendship is an unspoiled coastal village, birthplace of the famous *Friendship* sloop and home of typical Maine fisherfolk. With its nearby islands, it is gaining popularity with summer residents, whose seasonal expenditures help the area's economy. Cushing also is gaining in summer cottages and year-round homes along the shores of the St. Georges River inlet, where many interesting Indian relics are found annually.

Route 131 from Thomaston and roads from Rockland and Owl's Head lead down the St. George Peninsula between St. George River and Penobscot Bay to South Thomaston, Spruce Head, St. George, Long Cove, Tenants Harbor and Port Clyde, picturesque resort and fishing villages with summer homes, farming and maritime activities.

***Maine Lobster and Seafood Festival, Rockland***

Lumbering, small industries and farming are major economic features of Warren and Union, on Routes 131 and 17, while Washington, Appleton and Hope are in a hill, lake and agricultural section reached by Routes 17 from Union, 220 from Waldoboro, and 105 from Camden. Excellent fishing, hunting, canoeing and hiking are found in this inland section, with orcharding a major feature at Appleton.

Knox County was incorporated in 1860, formed from parts of Lincoln and Waldo Counties. It was named from General Henry Knox, Washington's artillery chief, and United States Secretary of War from 1785 to 1795. His mansion, Montpelier, at Thomaston, has been reproduced after being torn down to make way for a railroad station, and is visited annually by hundreds of tourists. Thomaston, on Route One, also is the site of the largest cement and limestone plant in New England. The County's population is 27,975, a gain of 2.9 per cent over 1940.

## Scenic Routes

Coastal: Route One (from Waldoboro), Warren, South Warren, Thomaston, Rockland, Glen Cove, Rockport and Camden. Route 220 (from Waldoboro), Friendship, thence on Route 97 to Cushing and South Warren. Route 131, Thomaston, St. George, Long Cove, Tenants Harbor and Port Clyde. Local roads from Rockland to Owl's Head, Spruce Head and South Thomaston; also from Rockport to Beauchamp Point.

Inland: Route 17, Rockland, West Rockport, South Hope, Union, Stickney Corner to Augusta. Route 90, Warren, West Rockport to Rockport and Camden. Route 131, Thomaston, Warren, Union, Appleton to Searsmont (Waldo County). Route 105, Camden, Hope, Appleton to Somerville, Windsor and Augusta. Route 220.

Prominent lakes and ponds: Alford Lake, Fish Pond and Hobbs Pond, Hope. Chickawaukee Lake, Rockland and Rockport. Crawford Pond, Union. Megunticook Lake, Camden and Lincolnville (Waldo County). Sennebec Pond, Union and Appleton. Washington Pond, Washington.

Mountains and hills: Camden, Mount Megunticook (1380), Mount Battie (800) and Bald Mountain (1272). Hope, Hatchet Mountain (1150). Rockport, Bear Hill (400), Beach Hill (500), Pleasant Mountain (1064) and Ragged Mountain (1300). Rockland, Mount Battux (600) and Dodge Mountain (600). Warren, Meadow Mountain (600). Washington, Patrick Mountain (800).

Waterfalls: Megunticook River, Camden Harbor.

## Recreational

Ocean beaches: Camden, municipal beach. Owl's Head, Crescent Beach and Holiday Beach. South Thomaston, Pleasant Beach. Other small local beaches and ocean front facilities. Salt water swimming pool at Samoset Hotel, Rockland.

Deep sea fishing: From Friendship, Cushing, Port Clyde, Tenants Harbor, Matinicus, South Thomaston, Owl's Head, Rockland, Rockport and Camden and other points. Local arrangements and charters.

Striped bass fishing: (In season), tidal rivers, Muscongus Bay, Friendship; Meduncook River, Cushing; St. George River, and St. George Bay, Cushing, Thomaston and St. George; Weskeag River, South Thomaston.

Alewives run: (April-May), St. George River, Thomaston and Warren.

Fly fishing: For mackerel, pollock, cunners, hake and other fish. Local facilities.

Tuna fishing: All ports. Local arrangements and charters.

Fresh water fishing: Most lakes, ponds and streams (cf. annual official booklet of Department of Inland Fisheries and Game).

Canoeing: All lakes, rivers and bays.

Sailing and yachting: All coastal waters and harbors. Yacht clubs at Camden, North Haven, Rockland and Rockport.

Golf: Camden, Megunticook Golf Club (9-35). Rockland, Knox County Golf Club (9-37) and Samoset Hotel Golf Course (9-37).

Tennis: Various resorts, hotels and country clubs.

Fish hatchery: Lake Megunticook, Camden (inactive). Fish Feeding Station, Hope.

Schooner cruises: Camden and Rockland.

Hiking and mountain climbing: Local trails and roads throughout County. Camden Hills-Lake Megunticook area has many trails and scenic vantage points. Camden Hills State Park has 25 miles of wooded mountain trails. Area developed also for winter sports, especially Camden Snow Bowl at Hosmer Pond.

Public parks: General and leisure, Camden, Bok Garden Theater; Glen Cove, landscaped waterfront park. Other local parks and commons. Picnic grounds: Camden Hills State Park, Sagamore Picnic Area, 60 shady acres on Penobscot Bay, with picnic tables, fireplaces, tested water, rest rooms, parking areas and picnic shelters. Other local beaches and peninsulas. Camp sites: Camden Hills State Park, Sagamore Campground at foot of Mount Megunticook, fireplaces, picnic tables, tested water and rest rooms. Friendship, on road to Martin Point, Muscongus Bay, off Route 220, trailers.

Race tracks: Union, North Knox Fair Grounds.

Summer theaters: Camden, Camden Hills Theater. (Outdoor Shakespearian Festival annually at Fort Knox, Prospect (Waldo County) and Bok Garden Theater.

## City

ROCKLAND—the City of Rockland, with 9,138 population, lies just inside the southwestern entrance to Penobscot Bay, largest indentation and in the center of the Maine coastline. Its large harbor, one of the finest on the Maine coast, is protected from the southeast by a broad, high peninsula—Owl's Head—and on the east and north by a nearly-mile-long breakwater extending from Jameson Point. Both harbor entrance points are marked by lighthouses. To the rear of the city, in the north and west, are the Knox County Hills, more popularly known as the Camden Hills, which serve an appreciable role in breaking the edge of severe weather sweeps from the northwest quadrant. Within Rockland's boundaries are Mt. Battux (620) and Dodge Mountain (660).

In this strategic location, with a deep water harbor to serve the scores of island communities at the mouth of Penobscot Bay, focal point of an extensive agricultural and recreational area in this section of the Maine coast, and with expanding diversified industrial resources, Rockland has made important economic gains during the past quarter-century. Its local market potential is presently rated at more than 50,000 persons.

Historically and geographically a seaport town, Rockland during the past decade alone became the third most important fish landing port on the North Atlantic Coast and, during late years, has been a close rival in this respect to Boston and Gloucester. Indications are that latest figures may show it outranks even those cities.

Rockland gained the nickname of "The Lime City" in the past because of its manufacture and shipment of lime, immense deposits of which rock underlie most of the city and neighboring Thomaston and Rockport. Rockland still has a large lime-making plant, the Rockland-Rockport Lime Company, whose product is used almost entirely for agricultural purposes.

Although its principal industrial activity today is the servicing and processing of the products of the sea, Rockland also has nearly a score of important industries, ranging from shipbuilding to making bathrobes. These include seaweed extracts, chemical products, barrels, tool making, lumber and wood products, vegetable and seafood canning, beverages, canvas products, dairy products, clothing, printing, contracting, granite works, confections and rendering. Its commercial and professional activities support nearly 200 individual establishments in the standard retail, wholesale and service lines. Prominent among its fish landing and processing establishments are the General Seafoods Corporation, F. J. O'Hara & Sons, several sardine canneries and half a dozen major lobster dealers and shippers.

(Moore Photo)

*Aerial View of a Section of Rockland's Busy Waterfront*

Rockland originally was part of adjacent Thomaston, next west, which was first known as a trading post in 1630. Permanent settlement dates from 1719, from which time the Rockland area was known as East Thomaston, the name under which it was set off and incorporated a town in 1848, the 376th town. An additional portion of Thomaston was annexed in 1849 and the following year the name was changed to Rockland. City government was organized in 1854 and the city manager-council form adopted in 1945.

Rockland's civic planning for its city manager-council form of government was the most important community development of the past quarter-century. As the most important Coast Guard Base on the Maine coast during World War II, it had passed through five hectic years of swollen population and appeared to be drifting listlessly as a community, apparently exhausted by its economic and civic exertions. But community leaders had quietly been building a whole new set of community and economic foundation stones.

For months prior to the adoption of the city manager form charter, prominent citizens had been meeting in study groups and jointly, poring over every major phase of municipal government. By analysis and mutual agreement, they finally drew up the outlines of a new community structure. Thus, in the aggregate, large groups of Rockland citizens participated in the framing of a new charter and ordinances. In the opinion of its first and incumbent City Manager, Frederick D. Farnsworth, a veteran of municipal management, Rockland has, as a result, the finest set of community laws extant in New England, and close to public management ideals.

Backbone of this municipal planning, in the best traditions of American democracy, are the advisory boards of citizens which advise and make recommendations to the City Council. Key among these groups is the Planning Commission, charting Rockland's development along zoning, industrial and commercial expansion lines. An advisory Board of Appeals gives hearing to citizens who have been refused building permits. To the Board of Assessment Review any taxpayer may take his tax complaint as to an informal jury of his fellow citizens, who will study and give opinion on the merits or lack of merit of the complaint.

A Personnel Advisory Board, working through the City Manager, has been instrumental in installing the merit system for municipal employees and has arranged participation in the State Pension and Retirement System. The functioning of this board ensures a constantly better quality of civil servant for Rockland and keeps community personnel in pace with the growth and development of the community. The Recreation Advisory Board charts the development of facilities and activities in its field. Rockland also has substituted a single official, the Director of Welfare, for the old board of Overseers of the Poor.

All these advisory groups form a connecting link between the City Government and the citizens and have been set up to function in those areas of interest most important in Rockland at the present time. They bring directly into participation with the City Government the thoughts and intelligence of representative citizens and community leaders. Their records of progress over the past five years indicate their importance in counteracting that fatal lack of interest which so often has become the creeping paralysis of democracy.

One striking measure of the new concept of civic government in Rockland is the rigorous formula laid down for the passing of a new ordinance by the City Council. The proposed new law must run a rigid gamut of public hearings and publication at stated intervals. After final public hearing and action by the City Council, a noncancellable period of twenty days must elapse before the ordinance becomes law. Within that time the people can petition for a referendum, which must be granted. In the opinion of Rockland's leaders, this may be leaning over backwards, but, they claim, it's nearly ideal democratic procedure.

The City Manager and Council found a heavy debt load of $300,000 when they took over in 1945, a factor which obviously limited the possibilities of immediate large-scale improvements in the community. The first fiscal policy of the new government was, therefore, to reduce the $300,000 debt by paying off the first ten per cent beginning the first year. An adequate amortization plan was worked out from there on.

Another important problem was extensive debilitation of physical plant, both as to city property in general and the school in particular. A solution to the latter problem was to petition the Maine Legislature for the establishment of a School District, a separate fiscal entity and therefore not subject to the constitutional debt limitations which the city faced. Long-range plans call for a better high school in a new location, with complete sports facilities and field equipment.

A five-year program to tar all the city's streets is nearly completed, while a relocation of U. S. Route One, on the western outskirts of the city area, the improvement extending north through Rockport and Camden, has been the biggest improvement in rural routes, relieving congestion on Main Street. A start also has been made on development of the public waterfront area, which now includes a good public landing. On this waterfront park, which contains a Community Yacht Club, the Maine Lobster and Seafood Festival has been held for several years, bringing an estimated 10,000 vistors to Rockland for the summer's highlight event.

Under the City Planning Commission, a comprehensive zoning map was drawn up, delimiting industrial and commercial areas, in which there is considerable room for expansion, together with a residential area which can be expanded toward the western side of the city in some of the most attractively located wooded areas.

One of the leaders whose vision has brought Rockland back to the forefront of Maine communities is Edward C. Moran, Jr., first chairman of the City Council and former U. S. Representative and member of the U. S. Maritime Commission. After helping former U. S. Secretary of Labor Schwellenbach reorganize that department as his special assistant, Moran returned to Rockland to devote his energies to his business interests and to the rebirth of his home city. In Mr. Moran's opinion, Rockland, blessed with many natural advantages, should be selective in its choice of industries and should invite only those concerns which stand on their own feet, do not ask tax preferments, pay adequate wages and generally conform to accepted standards in sound employee relations. New industries in Rockland during the past decade have been of this type.

Moran further conceives that the community's share in encouraging new industry is to foster such community conditions, as in housing and health, as will be conducive to the expansion of a desirable labor supply in the community. Such factors, he believes, will prove beneficial both to workers and management and will serve the overall community well-being. As a specific example, he is a strong proponent of community assistance in modern housing developments, whether in encouraging group financial action, or in providing municipal services for housing developments.

The community situation in Rockland naturally affects conditions in nearby towns, such as Owls Head, South Thomaston, St. George, Cushing, Friendship, Thomaston, Warren, Rockport and Camden, many of whose citizens work in or have their businesses in Rockland, the trading and business center of the area. Many new homes were built in the entire area during the five years after World War II, while Rockland business operations have similarly expanded with both new construction and major improvements.

Most spectacular transportation development has been in aviation, with several newly-formed companies using the big Rockland Naval Air Base at nearby Ash Point for charter freight and passenger service. Northeast Airlines also made Rockland a regular stop on its new coastal run during the summer of 1950. Five thousand-pound shipments of lobsters and other products out of Rockland have become a regular line of business. A smaller airport, the Rockland Municipal Airport, is located closer to the city on the southern side, and has a flying service.

The new spirit of optimism in Rockland during the past five years has made itself felt in a rejuvenation of its civic and service clubs, which are making major contributions to general community morale. Its Chamber of Commerce, under aggressive leadership, has become increasingly active in the community's economic life. The Rotary, Kiwanis and Lions Clubs all have increased their membership. The women's cultural and civic clubs have been important community organizations of many years' standing and include the Rubenstein Club (music), the Shakespeare Society, the Women's Educational Club, largest in the city, the Methebesec Club, the League of Women Voters, the Junior Women's Club and units of several State-wide civic organizations.

Nine churches in the community serve religious needs. The Rockland Public Library lists more than 25,000 volumes, while the Knox County Bar Library has some 8,000 volumes. As the shire town for Knox County, Rockland contains the courthouse and other county offices. It also has the Knox County General Hospital, four year-around hotels and the Samoset, the largest summer hotel in this section of the State, at Jameson Point.

One of Rockland's most distinctive features is its famed newspaper, the tri-weekly *Courier-Gazette.* Chronicler of events in the Rockland and Penobscot Bay regions, the *Courier-Gazette* in 1946 published a comprehensive centennial edition that drew national attention for its value as source material in depicting the progress of the community over the past century.

Edited by Frank A. Winslow, who began as a cub reporter with the paper back in the Gay Nineties, it still retains the flavor and style imparted to it by the late W. O. Fuller, who edited this and its predecessor Rockland newspaper for 65 years until his death in 1941 at the age of 86. Single-line top heads, with a two- or three-line bank, which often continue the sentence begun in the top head, still are used by the paper today as they were in newspapers of a century ago. The *Courier-Gazette* is the only newspaper in Maine still using this headline style, the others having gone modern and even streamlined. But the pithiness and ofttimes pungency of the *Courier-Gazette* headlines are an accurate indication of the strength and character of the copy found in the body type as Editor Winslow ''lays it on the line'' in his news stories, his editorials and his widely-known ''Black Cat'' column.

Winslow and John M. Richardson, long-time business manager of the paper and author of ''Steamboat Lore of the Penobscot,'' took over the paper following the death of Mrs. Fuller several years ago.

### The Farnsworth Library and Art Museum

Publication, in 1935, of the will of Miss Lucy Farnsworth revealed the bequest of $1,300,000 for the construction and endowment of an art museum and library in Rockland. She further stipulated that her old Classic Revival home on Elm Street was to be restored to its original Victorian state and was to become, in effect, a monument to the taste and manners of that period.

It was 13 years before the William A. Farnsworth Library and Art Museum was built and opened to the public in August, 1948. Since that time more than 50,000 visitors have passed its portals. Even more important is the role it is playing in Rockland community life for this coastal region of Maine.

Miss Farnsworth's will, revealing a fortune Rockland citizens never suspected the recluse they regarded as eccentric had possessed, appointed the Boston Safe Deposit and Trust Company as trustee. The famed banking institution found the organization and administration of the complete museum a unique task. It appointed Robert P. Bellows, retired Boston architect, to the dual task of advisor to the architects and collector of the art works to be exhibited. As chairman of the City of Boston Art Commission and a trustee of the Boston Museum of Fine Arts, he was well-suited for the post.

Typical of the astuteness and foresight she demonstrated in preserving and adding to the family fortune, Miss Farnsworth specified in her will that an office block be built adjacent to the museum. The net income from the office block was to aid in maintenance of the new cultural institution she gave Rockland. The family fortune was built up by her father, William A. Farnsworth, and her brother, James, in a fashion typical of the period in which they lived. The Farnsworths were successful merchants and owned ''coasters'' on which they shipped lime from their own Rockland quarries. William founded the Rockland Water Works and invested in property holdings. All this real estate was passed along to Miss Lucy, who carefully conserved and increased the family holdings so she could see her dream of a cultural center for Rockland become a reality.

The entire project as set forth in the will was completed in April, 1948. James M. Brown, III, former assistant director of the Institute of Contemporary Art in Boston and a graduate of Fogg Museum, Harvard, was named director. At the dedication in August, 1948, Brown declared: ''Although the Farnsworth Art Museum is privately endowed, it is in every other sense a public institution. The aim of the trustees and staff is to make of this institution a real cultural center for the region."

The museum's program has, as a result, featured the work of Maine artists and craftsmen. Various special exhibitions and programs have included such subjects as small sailing craft of Maine in the Nineteenth Century, as represented by photographic panels, drawings, ship's lines and models; samplings of the best craft work in Maine, including jewelry, textiles, woodcarving and ceramics; and group exhibitions of the work of younger Maine artists, as well as outstanding paintings executed in Maine by artists famed for their interpretation of the Maine scene, such as Andrew Wyeth, Waldo Peirce, Stephen Etnier, William Thon, William Zorach, John Marin and Marsden Hartley. The best in Camera Club work from time to time also takes the visitor on a quick tour of the Penobscot Bay Region, highlighting its people, industries and scenery.

*Left, an Exterior View of the Farnsworth Library and Art Museum, Rockland. Right, an Exhibition by Members of the Knox County Camera Club*

The large, luxuriously-appointed library contains volumes dealing with art and marine subjects, with a special section devoted to Maine itself. Town histories, genealogies, war and shipping records also are available. In addition to its four galleries, an auditorium, lecture hall and workshop, the museum also has a large studio. All are available free of charge to cultural or educational groups wishing to use them. Lecture series on Great Works of Art are held and recorded music concerts have proven popular. Children's art classes are held through the winter and colored films are shown as supplementary training. Taking an active part in the museum program is the Maine Coast Craftsmen, an organization of restricted membership encouraging maintenance of high artistic standards in Maine handicrafts.

With its various exhibitions and activities, the Farnsworth Art Museum, with the active participation of individuals and organizations of the region, has taken its place not merely as a repository for the works of art, but as a real community cultural center, whose activities supplement the works and aims of existing civic institutions.

## Towns

APPLETON—Appleton is a farming and lumbering community of 662 population on the northern boundary of Knox County. Its principal village centers are Appleton and North Appleton, both on the St. George River; Burkettville and West Appleton. Routes 105 and 131 are its principal highways, with several other local roads traversing its river and stream valleys and skirting the extensive swamps which mark its northwestern area. Appleton Ridge cuts across the township in a northeast-southwest direction, extending into adjacent Searsmont (Waldo County) on the north and into Union on the south. The St. George River runs into Sennebec Pond on the southern boundary with Union, augmented by several lesser watercourses. Northwest of Appleton Ridge (620), Pettengill Stream drains the central area of the township into the Medomak River in Union. Newbert Pond, Harriet Brook and Dead River drain the northwestern town swamp areas into the St. George River system in Searsmont. Heavily-wooded areas and swamps mark much of the town's terrain.

Appleton was settled in 1775 and incorporated the 283rd town in 1829.

CAMDEN—rated as the prettiest town along the Maine coast, Camden is the second town north of Rockland along U. S. Route One, with 3,691 population, a 3.9 per cent gain over 1940. Tree-shaded streets extend into its small business section, lying along the rim of its small, but beautifully-located inner harbor. This opens into a larger indentation of Penobscot Bay and there is an outer rim of several islands.

On the northern side of the town rise Mt. Battie (800) and Mt. Megunticook (1380), whose slopes come down to the outer harbor at Eaton Point, Sherman Cove and Northeast Point and also break off into 50-foot-high cliffs along the northern shoreline of the town. West of the town area are Melvin Heights (329), Bald Mountain (1272) and Ragged Mountain (1300), the latter on the southwest boundary line with Rockport. The southern half of 12.4 square mile Megunticook Lake is on the township's northern border, extending into Lincolnville (Waldo County), next north. Megunticook River is a short outlet of only several miles running through the main village section to flow into the harbor over a fascinating spillway.

Camden Village thus sits in the bowl of a natural amphitheater, rimmed by nearby hills and looking out on the blue waters of Penobscot Bay. Its residents, both permanent and seasonal, express their appreciation of this natural beauty in tasteful landscaping, a profusion of formal and informal gardens, poplar and cedar windbreaks, privet and boxwood hedges and an obvious pride in trim appearance of home grounds. Camden was the first town in Maine to decorate its Main Street light posts with flower baskets, an idea copied from England. White is the predominant color of both homes and of churches, of which Camden has seven.

Only three miles from the center of town, is Lake Megunticook, with a beautifully irregular shoreline, peninsulas, islands and beaches. Here the steep westward side of Mt. Megunticook drops almost perpendicularly to the northeast shore. A Turnpike Drive has been blasted around the shore at the foot of the mountain. High above towers a cross on Maiden's Cliff, immortalizing the fatal plunge of a heartsick girl as in ageless tradition. Three miles southwest of the town center is Hosmer Pond, nestled in the bowl between Ragged and Bald Mountain. Here is the famous Camden Snow Bowl winter sports development, with a rustic lodge, ski slope and toboggan slide.

Three miles to the northeast of the village is Camden Hills State Park, encompassing 4,962 acres from the peak of Mt. Megunticook to the sea, with skiing slopes, hiking trails and the seaside Sagamore Picnic Area. The latter is replete with fireplaces, woodland retreats and crisscrossing paths, so arranged that hundreds of groups can be accommodated, with each group enjoying complete privacy. Five minutes walk from the center of town, beyond the modern post office and yacht club is another public beach on the shore of Camden Harbor.

With this unusual combination of ocean, mountain and lake scenery, all accessible in a comparatively small area, Camden has attracted, both as seasonal and permanent residents, some of America's best-known painters, sculptors, writers and especially creators of the universal art, music. In informal costume or sports attire, during the summer months, one may meet such artists as members of the faculty of Philadelphia's Curtis Institute of Music, or students and teachers of the Salzedo Harp Colony, the most unique gathering of its kind in the United States. Concert music which all America will enjoy during the winter months may be heard in rehearsal each summer from scores of homes scattered throughout the town.

At the entrance to Camden Harbor, Curtis Island is named for Cyrus H. K. Curtis (see PORTLAND), who, with his children and grand-children, has made important contributions to the attractiveness of the Camden area. His daughter, Mrs. Efrem Zimbalist (Mary Louise Bok) has continued the Curtis family tradition with many civic beneficences and patronage of the arts, especially music. Cary W. Bok, grandson, recently moved his family from Philadelphia to Camden for permanent residence.

In the center of Camden, overlooking the Megunticook River Falls and the inner harbor, is the Bok Garden Theater, a beautifully landscaped park adjoining the Public Library. Here outdoor plays, hospitality teas, pageants and Snow Ball coronations are held.

Camden also has several small industries, most important of which are in the textile group. These number five mills of varying size and all use the clear, pure water and ample power of the Megunticook River. Largest of this group is the Knox Woolen Company, employing about 250 persons, whose average tenure of service is well over a score of years. This mill specializes in felts for paper making machines and is one of half-a-dozen mills in the Nation manufacturing sanforizing aprons. Late in 1949 it completed installation of one of the four largest weaving looms in the world, to weave a roll of paper-machine felt 43 feet wide.

The Seabright Woven Felt Company is a smaller firm (60 employees) making specialized felts for mechanical purposes, such as roller, clearer and slasher cloths and printers' blankets. Two other firms manufacture woolen apparel cloths and suitings, while two others make clothing and sportswear. The Camden Shipbuilding and Marine Railway Company turns out yachts and smaller craft and experienced a World War II boom when it employed 1,500 workers from the entire Penobscot Bay area in making wooden barges and tugs. Subsidiaries recently have been engaged in making prefabricated log-siding cabins and lobster trap material. Boat-making skills revived by the World War II boom resulted in considerable small boat building in the area during the late 1940s.

Another unique industry in the area, which expanded into a new and modern building in 1950, is the Tibbetts Laboratories, which manufacture synthetic crystals highly important in electronics, microphones, hearing aids and similar devices. Woodworking and cabinet making also are important small industries in the area. Several scores of stores, shops and service establishments also serve the commercial needs of Camden and its surrounding area, which has extensive agricultural and fisheries activities. Business expands greatly during the summer months as the transient and seasonal population nearly doubles. Three summer hotels, several tourist homes and nearby motels augment the year-around accommodations, making up together, with gift shops, restaurant and service activities, an important vacation-travel economy. Camden also is a focal point for handicraft activities along this section of the Maine Coast (see Part Two, Chapter 18).

Camden has a modern high school, public library with 25,000 volumes and a weekly newspaper, the *Camden Herald.* Its Camden Community Hospital has a modern rating. It was one of the first towns in Maine to adopt the town manager form of government, one of its notable achievements being the complete elimination of the town debt and the establishment of a sizable surplus in the treasury, at the same time recording more than $1,000,000 worth of public and civic improvements over the past 25 years. All essential town services were maintained on an efficient basis under the managership during that period of the incumbent, Percy R. Keller. For one example, the Fire Department is rated as outstanding for a community of its size and the fire loss rate is consistently well below the average. Camden equipment was called upon during the Bar Harbor fire of 1947, although it is 85 road miles away.

One highly important reason for the excellence of Camden's municipal record is the community spirit manifested in the several service and social organizations and an unusually active Chamber of Commerce. Through these organizations many civic projects are carried out on a volunteer basis and with sufficient enthusiasm to entail little or no cost to the town. Guiding the many year-around activities of the Chamber of Commerce, is Mrs. Elizabeth R. Foxwell, secretary for many years without salary. Her services in behalf of town improvement have been many and varied. With her constant collaboration, Camden enjoys the reputation of being more consistently publicized in the Nation's magazines and newspapers than any other community in Maine.

Ever since Samuel de Champlain and Captain John Smith first dropped anchors in Camden Harbor in the early 1600s and made appropriate notes in their logs as to the beauty of the place, yachtsmen and sailors have made Camden a port of call. Later its shipyards gave schooners, yachts and sloops to the men who love the sea. During the past 15 years a fleet of coastal schooners has been taking landlubbers out of Camden for one and two-week cruises among the spruce-covered islands of Penobscot, Blue Hill and Frenchman's Bays. Under the origination and operation of Captain Frank Swift, these coastal schooners, accommodating from nine to 24 persons, are skippered by veteran Maine coastal pilots.

Camden was settled in 1769 and incorporated in 1791 as the 72nd town, named in honor of Lord Camden. Rockport was set off from it in 1891.

Cushing—Cushing is a small coastal fishing and farming town with two sawmills and a population of 372. Village centers include Pleasant Point, a narrow peninsula between the St. George and Meduncook Rivers; South Cushing, Cushing and North Cushing. Route 97, South Warren to Friendship, runs through the western part of the township. Several local roads connect this highway with the village areas and with Thomaston, next north. Gay Island lies off the tip of Pleasant Point peninsula. Shore points from this tip, north along the St. George River tidal inlet, include Gay Cove, Pleasant Point Gut, Pleasant Point, Stone Point, Maple Juice Cove, Burton Point, Bird Point, Bailey Point, Broad Cove, Cushing Village, and Hyler Cove at North Cushing Village. On the Western, or Meduncook River, side of Pleasant Point peninsula are Davis Cove, Crotch Island, Hornbarn Cove, Bradford Point. Several watercourses drain the rolling, wooded terrain, which also is marked by an extensive swamp area in the northwest section of the township.

Cushing was settled in 1733 and incorporated in 1789 as the 60th town. St. George was set off in 1803.

Friendship—Friendship is a peninsula township next west of Cushing, with a population of 771. Route 220 from Waldoboro is its principal highway, connecting in Friendship Village with Route 97 to South Warren and Thomaston. East Friendship village is on the latter route, while Lawry village is on Route 220 near the Waldoboro town line.

Friendship in an historic Maine coastal fishing village, most noted as the birthplace of the so-called Friendship sloop, which was to the early Maine coastal dweller what the light pickup truck is today to America's rural dwellers. Originated at the Morse boatyards, where it was built for several successive generations, the Friendship sloop was handy enough for one man to handle, could carry a small cargo of fish or produce to larger coastal markets and was noted for its ability to stand off the treacherous coastal ledges in the teeth of the frequent easterly winds.

Many summer cottages, along with the neat-appearing homes of fisherman, today are located picturesquely along the several village streets and roads which slope down sharply to various shore points. The Martin Point area, west of the village, and the small peninsula east of Friendship Harbor especially have seen considerable cottage development during the past quarter-century. A seafood canning plant and nearly a score of small establishments, including several marine service places and several boatyards, are included in its economic makeup. The town also has a high school, library and a youth camp.

Jutting out into Muscongus Bay, on the Lincoln-Knox County boundary line, are Garrison Island, where a fort was built in 1775; large Friendship Island and Morse, Cranberry, Otter, Cedar, Black, Halls, Harbor, Crane and Franklin Islands, the latter well out into the bay and with a lighthouse. On the western side of the mainland peninsula are Forest Pond, Martin Point, Crystal Pond and Hatchet Cove, with two small islands, Ram and Sand, at its mouth, together with numerous ledges. Jameson Point is the central tip of the three-pronged peninsula.

Friendship was settled from 1743 to 1770 and was part of the Waldo Patent, called Meduncook (Sandy Harbor). It was incorporated in 1807 as the 166th town.

HOPE—Hope is a farming, lumbering and summer resort town of 503 population next west of Camden and Rockport. Alford Lake is the largest of its six lakes and ponds and is the site of several youth and adult camps. The western arm of Megunticook Lake (Camden-Lincolnville) also is on its northeastern boundary and also is the site of a summer camping area. Other ponds in the township are Lily, Mansfield, Lermond, Hobbs and Fish Ponds, all part of the St. George River system.

Route 105 from Camden passes through Hope village in the northeastern part of the township, while Route 17, from Rockland, on the southeast side, passes through South Hope. Several other local roads branch off these main highways to the various lake and pond areas and to adjoining sections of Lincolnville, Camden, Rockport, Union and Appleton. Hatchet Mountain (1150), just southwest of Hope village, is the highest elevation, others being Jones Hill (940), Simmons Hill (980), Thomas Mountain (900) and Philbrick Mountain (960), all in the northwestern part of the township.

Hope was settled in 1782 and named Barrettstown for Charles Barrett of New Ipswich, New Hampshire, the original proprietor. It was incorporated as Hope, the 155th town in 1804. Part was set off to Appleton in 1843.

ISLE AU HAUT—the Town of Isle au Haut (pronounced eel-o-ho') comprises one large (10.275 sq. mi.) island of the same name and several smaller islands at the eastern mouth of Penobscot Bay and just south of Stonington (Hancock County). It was set off from Deer Isle and incorporated the 435th town in 1874. First settlement had been in 1772, although it had been visited by early French explorers, who gave it its name. It was taken from Hancock County and annexed to Knox County in 1913 principally because its steamship and trade service was chiefly from Rockland. It comprises the islands south of Merchant's Row, the thorofare between Penobscot and Jericho Bays, and these include Isle au Haut, Merchant, Kimball, Burnt, York, Fog, Little and Great Spoon and several lesser islands. Isle au Haut (the island) has two villages, Lookout and Isle au Haut, both on the northwestern side, where a summer hotel and two vacation camps are located. Fishing and limited farming are the principal occupations and the town had 82 permanent residents in 1950.

Standing well out to sea off the central Maine coast, Isle au Haut raises a series of wooded peaks to a maximum of 556 feet down the center of the island, being the top of a now submerged coastal mountain. Long Pond is a long, narrow fresh-water pond on its southeast side, which also contains a large swamp area. The southern end of the island, jutting farthest into the Atlantic, presents two tips on either end, called Western Head and Eastern Head. Small islands lying just off these peninsula tips are called Western Ear and Eastern Ear. Western Head in recent years has been acquired as part of Acadia National Park (see Bar Harbor).

Shore points clockwise around the island from Western Head include Duck Harbor, Moore Harbor, Trial Point, The Seal Trap, Moore Head, Bald Mountain, Robinson Point, Isle au Haut thorofare, Isle au Haut village, Lookout village, Birch Point, Burnt Island Harbor, and, on the eastern side, Rich's Point, Douglas Cove, The Turnip Yard, Eastern Ear and Eastern Head, with Head Harbor in the southern cove.

NORTH HAVEN—North Haven is the northern of two island townships in the mouth of Penobscot Bay just east of Rockland. It was set off from Vinalhaven and incorporated in 1846 as Fox Isle, the 370th town. The name was changed to North Haven, its principal village, the following year. It is a sprawling, irregularly-shaped island of 7,526 acres, with nearly a dozen harbors and coves, a large pond, Fresh Pond, and several outlying smaller islands. Its 1950 population was 409, a drop of 11.1 per cent from 1940.

North Haven village is on the southern side of the large island, on Fox Island Thorofare, which separates North Haven from Vinalhaven, next south. Shore points clockwise from North Haven village include Browns Cove, Ames Point, Southern Harbor, Crabtree Point, Wooster Cove, Bartlett Harbor, Pulpit Rock, North Harbor, Pulpit Harbor Village, Webster Head, Oak Hill, Mullens Head, Mullens Cove, Indian Point, Kent Cove, Fish Point, Waterman Cove and The Cubby Hole. Off the southeastern end of the large island are Burnt, Stimpsons, Calderwood and Babbidge Islands. Off the northeast end are Oak, Burnt, Dagger and Sheep Islands, with several outlying ledges. Fishing, limited farming and summer hotels are the principal activities, with nearly a score of business and service establishments.

OWLS HEAD—Owls Head is the peninsula township next south of Rockland. Its 775 population, a gain of 27.3 per cent in the past decade, is the largest gain in Knox County and reflects the trend to city suburbs. The principal road from Rockland leads around the peninsula, with side roads giving access to various shore points. These include areas on the southern side of Rockland Harbor, Broad Cove, Deep Cove, Owls Head (lighthouse), Dodge Point, Owls Head Village, Holiday Beach, Hendrickson Point, Crescent Beach, Crockett Point, Ash Point, Otter Point, Spaulding Point (on an offshore island), Dyers Point and Ballyhac Cove, which is the boundary with South Thomaston.

Its principal village areas are Owls Head and Ash Point, the latter site of a former naval air station (see ROCKLAND). Fishing, limited farming and several youth camps and tourist places are principal activities in the fast-growing residential and vacation cottage community. Owls Head was set off from South Thomaston and incorporated the 484th town in 1921.

ROCKPORT—next north of Rockland and south of Camden, Rockport is a limited farming, lobster shipping and summer resort town which, in the past decade, has reversed a declining population trend extending over nearly a century. Its present population of 1,667 represents a 9.2 per cent gain in the past ten years. On U. S. Route One, which now by-passes Rockport village, it is noted for its picturesque harbor, which is the outlet for Goose River, flowing from Hosmer Pond (Camden). Much of the inner waterfront of this harbor has been landscaped for the community by Mary Louise Zimbalist, daughter of Cyrus H. K. Curtis (see CAMDEN), whose family has summer estates on beautiful Beauchamp Point, on the northeastern side of the harbor. Here also are many other elaborate summer estates and the Megunticook Golf Course.

Tourist establishments have increased greatly in Rockport, especially along Route One from Rockland, where high land gives wide scenic outlooks over Penobscot Bay. Glen Cove is a village section along this route just north of the Rockland city boundary. Other village sections are Rockville, on Route 17, north of Chickawaukie Pond on the Rockport-Rockland boundary line; West Rockport, a road junction of Routes 17, 90 and other local roads; and Simonton Corners, another road junction with Camden roads west of Rockport village. A new bridge over Goose River in Rockport village was scheduled to be ready early in 1951, replacing an ancient structure knocked down by a trailer-truck in 1949.

From Rockport's higher elevations many beautiful panoramas of Penobscot Bay and its island are available. These include Bear Hill (420), Beach Hill (520), Pine Hill (240) and, in the western part of the township, Pleasant Mountain (1064), Spruce Mountain (960) and Ragged Mountain (1300), the latter on the boundary with Camden. Mirror Lake (Oyster River Pond) lies at 373 feet elevation between

Spruce and Ragged Mountain and along Route 17, which also runs past Grassy Pond, on the western boundary with Hope. Other small ponds in the township are Rocky and Maces Ponds.

Rockport is closely allied with Camden in business and social development, with a joint Chamber of Commerce. It has a large lobster shipping plant, the Maine Coast Seafood Corporation, a blueberry packing plant, barrel shop, boat yards, library, high school and more than a score of other business and service establishments. It also is allied with Camden as a handicraft center and has the annual exhibit of the Maine Coast Craftsmen's organization.

Rockport was set off from Camden and incorporated in 1891 as the 453rd town.

St. George—St. George is a fishing, limited farming, summer resort and granite quarry township comprising most of the southern peninsula and offshore islands of south central Knox County. Its principal village sections are St. George, Tenants Harbor, Port Clyde, Clark Island, Glenmere, Long Cove and Martinsville. Its population in 1950 was 1,532, a decline of 1.2 per cent from 1940.

Port Clyde and Tenants Harbor, on Route 131 from Thomaston, are the principal fishing villages, with large, deep harbors. The entire peninsula is indented with many coves and harbors and more than a score of islands of varying size lie off the township's mainland. Clark Island, on the eastern side, is connected by bridge to the mainland and is the site of an important granite quarrying industry. Summer cottages, hotels and camps are scattered throughout the peninsula.

Islands and shore points on the eastern side include Whitehead, Norton, and Rackliff Islands, Seal Harbor, Patten Point, Elwell Point, Wheeler Bay, Clark Point, Clark Cove and Clark Island; Long Cove, Tenants Harbor, High, Northern and Southern Islands; Harts Neck, Mosquito Head, Mosquito Harbor and Mosquito Island. Marshall Point, Port Clyde and Hooper Island lie at the southwestern tip of the peninsula. The Georges Island group lies further to the south and includes Allen, Burnt, Benner, Davis, Thompson, Barter, McGee, Bar, Seavey, Teals, Stone and Caldwell Islands, the latter extending into the St. George River area on the western side of the peninsula.

Shore points on the western side of the peninsula north from Port Clyde include Fish Cove, Raspberry Island, Hooper Point, Deep Cove, Howard Point, Turkey Cove, Turkey Point, Teals Cove, The Narrows, Cutlers Cove, Hilts Point, and the St. George River shoreline. Several watercourses drain the peninsula terrain to the various coves and a small sunken pond, Howard Pond, is on the western side of the township near the village of Glenmere. The town has nearly a score of business and service establishments.

The Georges Islands were named by Captain George Weymouth, who explored the region in 1605, one of the earliest English explorations of the New England area. He planted a cross on Allen Island and claimed the section for England, using the name of his own and England's patron saint. A trading post was established near St. George Village, on the western side of the peninsula. On the bank of St. George River is the site of Fort St. George, built in 1809 and garrisoned during the War of 1812. In 1814 the British captured the Fort and spiked the 15-pounder guns. The bush-covered ramparts, in the form of crescents facing the river, are on the 2.6 acres set aside as a State Memorial in 1923.

St. George was set off from Cushing and incorporated in 1803 as the 138th town.

SOUTH THOMASTON—South Thomaston is a fishing, resort and limited farming township next south of Thomaston, from which it was set off and incorporated in 1848 as the 377th town. South Thomaston and Sprucehead, on a local road from Owls Head and Rockland, are its principal village centers. The Weskeag tidal river, extending as Marsh Brook northward to the Rockland-Thomaston boundary line, is its principal coastal indentation, with several coves, in the center of the township. Pleasant Beach is at the southern mouth of this tidal inlet. Sprucehead village and Sprucehead Island are at the southeastern side of the township, the island connected to the mainland by a bridge at Elwell Point. Route 131 from Thomaston runs along the western side of the township, facing on St. George River, which here forms an upper bay of considerable size. Several stores and service establishments, a summer hotel and many summer cottages are located in the town, which has 650 population, a gain of 20.8 per cent over 1940.

THOMASTON—Thomaston, on Route One next west of Rockland, and at the head of the large tidal inlet of the St. George River (also called George's and St. George's), is one of Maine's most historic seacoast towns.

Captain George Weymouth sailed up the river in 1605 in one of the earliest known English explorations of New England (see ST. GEORGE) and a memorial boulder today commemorates the event as "the earliest known claim to the right of possession by Englishmen on New England soil." A trading post was established here as early as 1630 and in 1720 a fort was built which allowed continuous occupation and use of the site during the French and Indian wars. Current permanent settlement dates from 1763, with the arrival of Marcus Wheaton, although in 1736 a band of settlers founded the "upper settlement on the St. George's," which became the two towns of Warren and Thomaston. When Thomaston was set off and incorporated the 37th town in 1777, it also included East Thomaston (Rockland) and South Thomaston, which were set off in 1848.

In 1630 the "Waldo Patent" had been granted by the Plymouth Council to General Samuel Waldo and was a "tract ten leagues square on the west side of the Penobscot River," embracing most of present Waldo County, all of Knox County and part of Lincoln County. General Henry Knox, chief of artillery during the Revolutionary War and Washington's first Secretary of War, married Waldo's granddaughter, Lucy Flucker, and in 1795 retired to Thomaston to develop the vast property. As a local history notes, "Here he built Montpelier, the finest mansion in Maine, where he lived in baronial splendor, entertaining many of the famous men of the time, quarrying and burning lime, planting, building mills and encouraging all local good works."

A replica of Montpelier, containing much of the original furniture and family mementoes, now stands on a sightly hilltop overlooking Thomaston and is open to the public during the summer months. It is maintained by the General Henry Knox Memorial Association, which observed the 200th anniversary of his birth with a three-day program at Montpelier in the summer of 1950.

During the 19th Century Thomaston became famed as a shipbuilding and shipping port and Yankee sailors carried its name from London to Singapore and Rio to Cape Town. Many of the homes of these sea captains and shipbuilders provide Thomaston with its great community charm today. Ornate doorways on houses of shiplapped, pilastered design have been admired and copied even by modern architects. Many of these homes still are occupied by descendants of Thomaston's seafaring and shipbuilding families.

Ship and boat building still is an important industry in Thomaston today, but by far the largest single industry in this section of the State is the Lawrence-Portland Cement Company, largest plant of its kind in New England. During 1950 this plant installed huge dust collectors at a cost of more than $250,000 to end a quarter-century of lime dust being scattered over the landscape. Canning, sportswear and steel fabrication are other industrial products of the town of 2,787 population. Here also is located the Maine State Prison and a State Police Station.

Thomaston also has two hotels, the Thomaston National Bank, a high school, public library of 20,000 volumes, several churches and nearly 50 business and service establishments. Route One through the Maine Street is its principal highway, with Routes 97, 131 and many local roads leading to adjoining coastal and inland communities. Mill River, fed by Branch and Meadow Brooks, drains its eastern area. Oyster River is on its western boundary. Both outlet into the St. George River, which bends westward through Thomaston to drain the north central Knox County area.

UNION—Union is a farming, lumbering and small manufacturing town of 1,098 population in northwestern Knox County. It is on Routes 17 and 131 and has a network of local roads leading to various farm and pond areas and connecting the villages of Union, East Union and South Union.

Principal ponds in the township are Crawford, Seven Tree, Round, Mud and Sennebec, the latter on the northern boundary with Appleton. All are on the St. George River system and are augmented by Quiggle, Lermond and Barrett Brooks and several other lesser watercourses. The Medomak River forms its western boundary with Washington. Canning, lime and stone, metal foundering and fabrication, dairying, poultry raising and box making are its principal industrial components. It has more than a score of business and service establishments, a high school and a library.

Union was settled in 1774 and organized as Sterlington in 1786. It was incorporated as Union, the 48th town later the same year.

VINALHAVEN—Vinalhaven is the southern and largest of the Fox Island group at the entrance to Penobscot Bay east of Rockland. Originally called South Fox Island, it was settled in 1765 and incorporated in 1789 as the 71st town. North Haven was set off in 1846.

Today Vinalhaven is a fishing and resort island township, with limited farming, several boatyards, a sawmill, several hotels, several handicraft places specializing in fish nets, a high school, library and more than a score of business and service establishments. Its population in 1950 was 1,354, a loss of 16.9 per cent from 1940, the largest decline among Knox County towns.

Vinalhaven village, on the southern end of the island, is the only large settlement, from which several local roads lead through the center of the island and around to the various shore points. South of the village are granite quarries from which came the 55-foot monoliths of the Cathedral of St. John the Divine in New York City. Hurricane Island, off the southwest side of the large island, also is the site of a granite quarry which, during the last century, employed as many as 1,000 men. It had a large hotel and many workers' cottages, all long since either burned down or fallen into ruins.

Vinalhaven's shoreline is unusually irregular, with many large coves, bays and offshore islands and ledges. Calderwood Neck, on the northeast side, is the largest of these, with a bridge connection. Zeke Point, on Fox Island Thorofare, Carvers Cove, Mill River and Winter Harbor are among its shorepoints. Long Island lies south of Winter Harbor and next south is Seal Bay, dotted with half-a-dozen small islands. Smith Cove, Deep Cove, Coombs Hill, Calderwood Point, Arey Neck, Arey Cove, Roberts Harbor and Indian Creek are other major shore points around the eastern side of the island to Vinalhaven village. More than a dozen small islands are scattered offshore on this southeast side.

West and north from Vinalhaven village are Carvers Harbor, Dodge Point, Sand Cove, Norton Point, The Reach, Green and Hurricane Islands, Old Harbor and Old Harbor Pond, Dyer Island, Barton Island, The Basin, Leadbetter Island, Leadbetter Narrows, Long Cove, Conway Point, Crockett Cove, Crockett Point, Browns Head, Fish Head and Youngs Point. Hopkins Point, Perry Cove and Seal Cove are at the northern end of the island. Several of the lesser offshore islands, as well as several places at the waist of the main island are quarry sites which were active up to a quarter-century ago.

An unusual feature at the waist of the large island is extensive swamp areas and three fresh water ponds, Round, Otter and Folly. Numerous small brooks drain the large island terrain into the various coves. The terrain is generally hilly, except for the southeast lobe of the island, and granite ledges rise to as high as 200 feet. Total area of the large island is 20 square miles, but total land area, including all of its more than 30 offshore islands is placed at 14,816 acres.

WARREN—Warren is a farming, lumbering and woods products town with a large textile mill, the Georges River Woolen Mills, employing more than 100 operatives. On the west central border of

Knox County, it has a population of 1,553, a gain of 6.5 per cent over 1940.

U. S. Route One runs through the western and southern section of the township, with Route 90 providing a cut-off through Warren to Rockport and Camden. Route 131 runs through the center of the township, connecting Thomaston with Union and Route 17. A network of other local roads leads to the various farm, lumbering and pond areas. The St. George River, flowing through Warren Village, is its principal waterway, fed by several ponds and lesser watercourses. Among these are North and South Ponds, Fuller Brook, part of Crawford Pond, Quiggle Brook and, on the eastern side of the township, Oyster River and its West Branch. South Warren, near the Thomaston town line, is its secondary village section and the Georges River Station of the Maine Central Railroad is located here.

The terrain is mostly rolling farm and wooded terrain, but in the northeast corner of the township are Meadow Mountain (660) and Pleasant Mountain (1064). Warren has more than a score of business and service establishments, several sawmills, cooperage and wood products plants, a high school and a public library. It was here, in 1864, that Mary Baker Eddy gave her first series of public lectures on spiritual healing, which is regarded by some authorities as the beginnings of Christian Science teachings.

Warren was settled with Thomaston in 1736, its original population elements being Scotch from North Ireland. It was incorporated the 35th town in 1776. Parts were set off to Thomaston in 1777 and 1798, to Cushing in 1807 and to Camden in 1836.

Washington—Washington is a farming, lumbering and summer vacation and camping town on the northwestern border of Knox County with Lincoln and Waldo Counties. Route 17, Rockland to Augusta, is its principal highway. Other routes crossing the township are Route 220 from Waldoboro, Route 126 from Jefferson and Route 105 from Appleton and Hope. A network of other local roads leads to various farm and pond areas and to adjoining townships. Washington and Crystal Ponds are its largest water areas, with Davis Stream, Little Medomak and Washington Brooks among its principal waterways. The Medomak River is its eastern boundary with Union.

Washington, West Washington, Razorville and Stickney Corner are the principal village sections and the town has 741 population. Most of the township is wooded and the terrain is generally rolling, except for Patrick Mountain (840) and several other heights rising to 900 feet in the northwest corner. Several sawmills, summer hotels, youth camps and large poultry farms are among its nearly a score of business establishments.

Washington was settled in 1775 and incorporated in 1811 as Putnam, the 184th town. The name was changed to Washington in 1823.

Matinicus Isle Plantation—twelve miles due south of Vinalhaven is Matinicus Isle Plantation, comprising 12 islands: Matinicus, Wooden Ball, Seal, Ten Pound, Wheaton, Two Bush and No Man's

Land in the Matinicus group, and Metinic, Hog, Metinic Green, Little Green and Green Islands in the Metinic group.

Matinicus Island, largest of both groups, has about 800 acres and Matinicus Village. Population is less than 100. Fishing and lobstering are principal pursuits. From Matinicus Village, clockwise around the island, shore points include Old Cove, Condon Point, Sandy Beach, Cato Cove, South Point, Halls Cove, Burgess Cove, West Point, Pasture Cove, Field Point, Northeast Point and High Head. Matinicus Rock, five miles south of Matinicus, also is in the township.

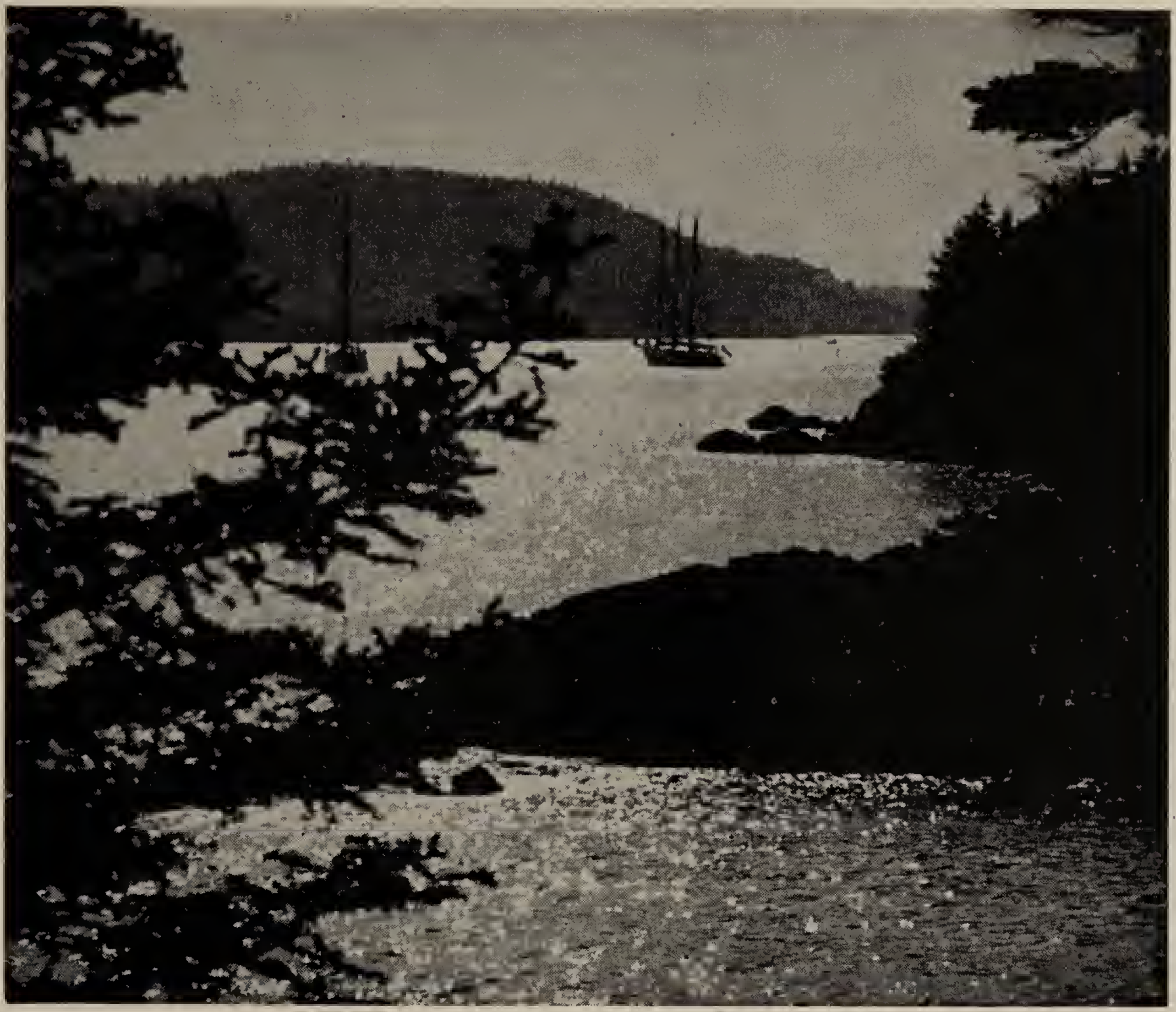
Matinicus Plantation was organized in 1840. Criehaven, next south, was set off in 1897.

Criehaven Township—Criehaven, next south of Matinicus, was organized as a plantation in 1897, but gave up its organization in 1925. It consists of Ragged Island, about 300 acres of which contains Criehaven village on Long Cove. Wilson Head is the promontory on the northeast end of the island. Marsh Cove, Camp Cove and Bull Cove are on the eastern side.

Muscle Ridge Township—Muscle Ridge is a group of islands off South Thomaston and Owl's Head Town organized in 1904. It gave up its organization in 1916. The group extends from Two Bush Island at the southern end, to Monroe Island off Owl's Head and also includes Pleasant, Grafton, Bar, Flag, Hewell, Andrews, Dix, High, and Sheep Islands. The group is separated from the mainland by Muscle Ridge Channel..

# LINCOLN COUNTY

BETWEEN Sagadahoc and Knox Counties, on the south central Maine coast, Lincoln County thrusts two long, rugged and forested twin-pointed peninsulas into the Atlantic, continuing this characteristic feature of the State's shoreline from Casco Bay to Passamaquoddy Bay. Bays, rivers, inlets, coves and islands mark its coastal contour, while inland rolling farmlands, pine and spruce bordered lakes, rivers and streams extend to southern Kennebec and Waldo Counties to make up its 457 square miles.



***Moonlight on the Maine Coast***

Although 50.3 per cent of its total area of 292, 480 acres is in farmlands, with poultrying and dairying predominating, its numerous small manufacturing and service industries, plus its prominence as one of Maine's best-known vacationing areas, have given it a steadily expanding economy. Shipyards, boat building, canning, saw and shingle mills, fish packing, lobstering, weaving and button manufacturing are its principal industrial activities. In 1950 a project was undertaken to locate a shoe factory in Waldoboro, a new occupation for the area.

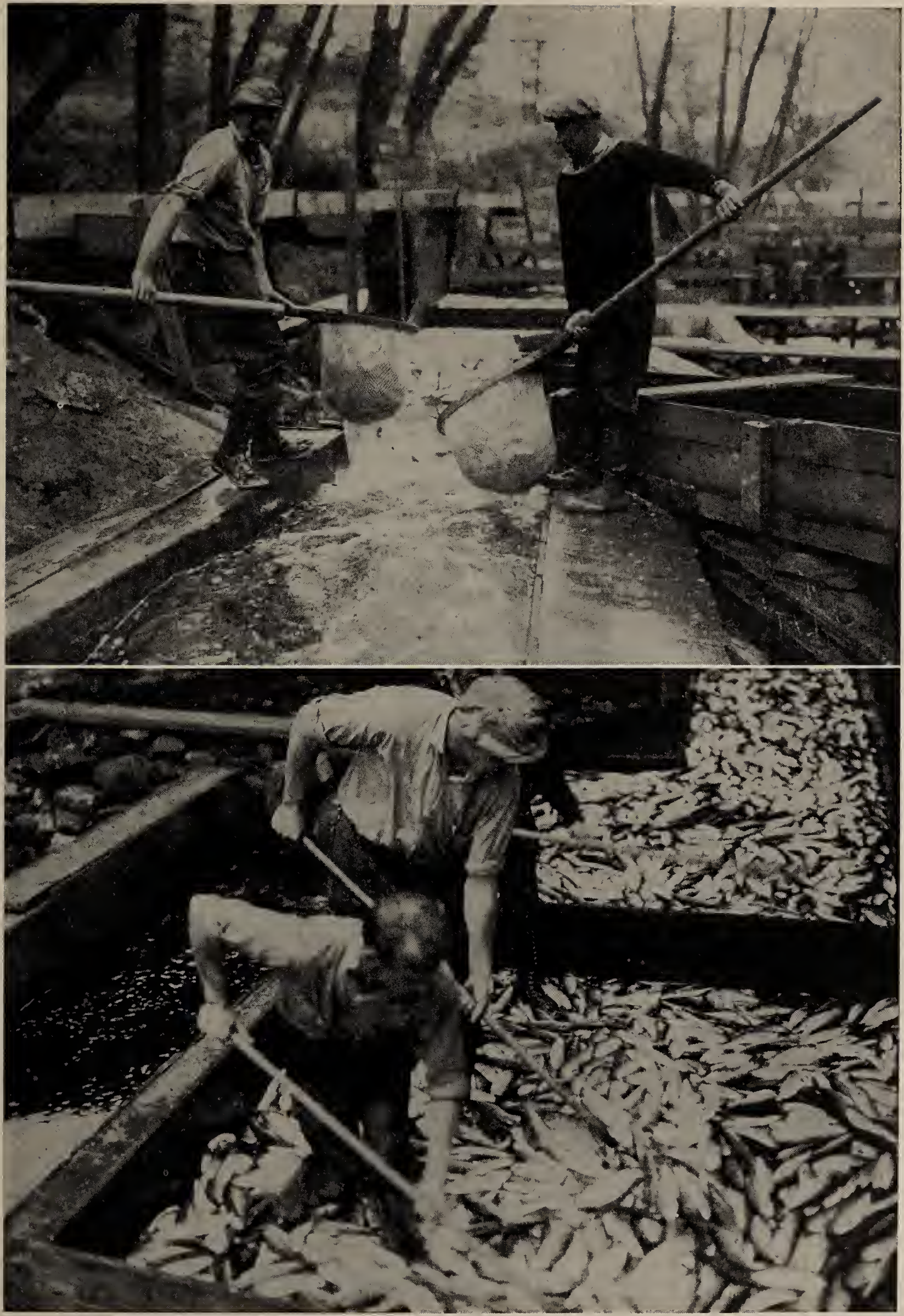
In early times one of the favorite locales of Indians, traders, settlers and even pirates, Lincoln County coastal towns and inland lakes today are the goal of thousands of summer visitors and vacationers, many of whom own their own cottages and camps, thus contributing substantially to the tax revenues of the various communities.

U. S. Route One is the major highway artery from west to east, from the county seat of Wiscasset to Waldoboro and from it north-south routes thread the peninsulas and extend to the northern farm and lake area, where streams, brooks and ponds cut through sometimes dense woods and peaceful meadows. Wiscasset lies on the western side of the Sheepscot River, a broad estuary at this point, where Route One crosses on one of the longest pile bridges in the East. Wiscasset's beautiful old homes, mostly built by shipping merchants and sea captains, make it one of the most charming and historic towns along the Maine coast. It is the rendezvous of artists and writers, who have been fascinated by its interesting atmosphere and the historical associations of its show places, many of which are open to the public.

From Wiscasset routes lead north to Dresden on the east bank of the Kennebec River, to Alna, Head Tide, Whitefield and Cooper's Mills, all on the Sheepscot River and small trading centers of a large farming and camping area, where small lakes and wooded streams make fishing and canoeing attractive sports. Across the river from Wiscasset is North Edgecomb, with its historic old fort and the house originally built for Marie Antoinette, who changed her mind just when about to sail for refuge in America. South on Route 27 from here is the pretty village of Edgecomb, where legend declares part of Captain Kidd's treasure is buried.

Route 27 leads from Route One down the Boothbay Peninsula to Boothbay, site of a leading summer theater, and to Boothbay Harbor, famous hub of a popular summer resort region, with facilities for fishing, bathing, yachting and boat trips. Fine hotels, guest houses, cabins, restaurants, gift shops and stores accommodate every need of the visitor. Spruce Point, east of the harbor, is a secluded resort area, as are the communities of Southport, West Southport and Newagen, these latter on an island connected with the mainland by a short drawbridge over Townsend Gut. This island is heavily wooded and a delightfully cool summer haven. East of Boothbay Harbor is East Boothbay, a picturesque boat building and fishing village on the Damariscotta River and Linekin Bay, with popular Ocean Point at its seaward tip.

Squirrel Island, between Newagen and Ocean Point, is one of the oldest resort sections in this area and for many years has been the summer home of professors and others nationally known in literature, the arts and business. Damariscove Island is still further offshore, while ten miles out is Gibraltar-like Monhegan, visited by the first explorers, fishermen and traders and today a goal of yachtsmen and turning point of yacht race courses. A remarkable spruce area in the bowl-like center of the island is one of the unusual features making Monhegan a haven for artists, photographers and visitors seeking rest.



(Buxton Photos)

*Gathering Alewives at Damariscotta During the Annual Spring Run*

Westport is the largest of the islands in Sheepscot Bay on the Sagadahoc side of the County and in 1950 was connected to the mainland with a concrete bridge over Montsweag Inlet south of Wiscasset.

The wide Damariscotta River, one of the most beautiful tidewater rivers in Maine, virtually bisects Lincoln County from north to south and leads into large Damariscotta Lake, widely-known for its splendid sporting and youth camps and patronized by visitors from many states. Served by the towns of Nobleboro and Jefferson, this lake area is one of the most attractive in Maine and a favorite with residents of the shore area to the south. All of Lincoln County's lakes and ponds are popular spots for bass, salmon and trout fishing.

The twin towns of Newcastle and Damariscotta comprise the shopping and banking centers of the county. Both are pleasant towns on opposite sides of the Damariscotta River and on Route One, with many fine homes and unusual historical aspects. Boat building, fishing and clamming add to the agricultural and tourist income of these centers. A few miles north of the twin towns, Damariscotta Mills each spring witnesses an alewive run, when tens of thousands of the fish fight their way up the river to the spawning grounds in the Damariscotta Lake Region. Nearby, on the banks of the river, are the famous Indian shell heaps, some of the largest on the coast, where successive generations of Indians heaped the clam and oyster shells and other debris from their summer encampments. Oysters have not been found on the Maine coast since the earliest white settlements.

South from Damariscotta Route 129 leads down the twin-pointed Bristol Peninsula to Walpole, South Bristol and Christmas Cove, so named by Capt. John Smith, who anchored there on Christmas Day in 1614. Route 130 branches from Route 129 south of Damariscotta to Bristol, Pemaquid, Pemaquid Beach and Pemaquid Point, which, with its famous lighthouse atop an extensive rock formation, presents one of the most scenically typical points of Maine's "rugged, rockbound coast." The ceaseless surge of wind and waves over hundred of yards of slanting ledge make this point a favorite for picnics and outings. At Pemaquid Beach is a reproduction of the tower of Fort William Henry and the colonial relics in the museum take one back to the Indian times, when three other forts rose and fell on the same spot.

Route 32 and side roads along the eastern side of the Bristol Peninsula on the shores of Muscongus Bay lead to New Harbor, Chamberlain, Round Pond and Muscongus, all in the Town of Bristol, and Medomak and Broad Cove in the Town of Bremen, all of them fishing and resort centers; thence to Waldoboro, a commercial, shopping, small industry and poultry center. Deep sea fishing and fly fishing for mackerel and pollock are popular with residents and visitors alike in this area. Striped bass and giant tuna are caught in nearby waters. On Hog Island, in Muscongus Bay off Bremen is an Audubon Nature Camp, where students come from all sections of the country to study at the Todd Wild Life Sanctuary.

Nobleboro is a farming and summer resort town just north of Damariscotta along Route One, side roads leading north along the eastern side of Damariscotta Lake and south to the Pemaquid Pond area. From Waldoboro, Route 32 leads to Winslow's Mills and Jefferson and Cooper's Mills, and Route 220 leads south to Friendship and north to North Waldoboro and Stickney Corner in Knox County.

Lincoln County was incorporated June 19, 1760. Parts of its territory were taken from it to form Washington and Hancock Counties in 1789, Kennebec in 1799, Waldo in 1827, Androscoggin and Sagadahoc in 1854, and half of Knox in 1860. It contains 17 towns and two unorganized plantations. Its 1950 population was 17,845, a 9.5 per cent gain over 1940.

*Fort William Henry, Pemaquid*

## Scenic Routes

COASTAL: Route One, Wiscasset, Newcastle, Damariscotta, Nobleboro, Waldoboro to Rockland (Knox County). Route 27, (south of Route One) North Edgecomb, Edgecomb, Boothbay, Boothbay Harbor, Southport and Newagen; local roads to Spruce Point, East Boothbay and Ocean Point; Route 129, Damariscotta to Walpole, South Bristol and Christmas Cove; Route 130 (from Route 129) Bristol, Pemaquid, Pemaquid Beach, Pemaquid Point. Route 32, Waldoboro, Bremen, Medomak, Round Pond and New Harbor. Route 220, Waldoboro to Friendship.

INLAND: Route 27, Wiscasset to Dresden Mills and Augusta (Kennebec County). Route 218, Wiscasset to Alna, Head Tide, Whitefield, North Whitefield and Cooper's Mills. Route 215, Newcastle to Damariscotta Mills (Route 213 to Jefferson) and Cooper's Mills.

Route 32, Waldoboro to Winslow's Mills, Jefferson and Cooper's Mills.

Prominent lakes and ponds: Damariscotta Lake, Jefferson and Nobleboro. Pleasant Pond and Dyer Long Pond, Jefferson. Pemaquid Pond, Nobleboro, Damariscotta and Bremen. Long Pond, Somerville. Medomak Pond, North Waldoboro. Webber Pond, Bremen. Biscay Pond, Bremen, Bristol and Damariscotta.

### Recreational

Beaches: Pemaquid Beach, West Southport Beach, Medomak Beach. Other local beaches.

Salt water pools: Newagen Inn, Sprucewold Lodge, Southport.

Deep sea fishing: Boothbay Harbor, Southport, East Boothbay, Christmas Cove, Pemaquid, New Harbor, Round Pond, South Waldoboro and other ports. Local arrangements and charters.

Striped bass fishing: (In season), tidal rivers, Sheepscot River, Damariscotta River, Medomak River.

Alewives run: (April-May) Newcastle, Sheepscot Bridge; Damariscotta Mills, Newcastle-Nobleboro.

Fly fishing: Mackerel, pollock, etc., local facilities.

Tuna fishing: Local arrangements and charters.

Fresh water fishing: Most lakes, ponds and brooks. (cf. annual official booklet of Department of Inland Fisheries and Game.)

Canoeing: All lakes, ponds, rivers and bays. Popular trip, Pemaquid Trip, Damariscotta to Damariscotta, 70 miles, 3 to 7 days, over Damariscotta River, Damariscotta Lake, Pemaquid Pond, Biscay Pond, Pemaquid River, Boyd Pond, Pemaquid River, Johns Bay, South Bristol, Damariscotta River to Damariscotta. Guides not required.

Sailing and yachting: All coastal waters. Yacht clubs at Boothbay Harbor and Twin Village (Damariscotta-Newcastle).

Golf: Boothbay, Route 27, Boothbay Golf Club (9-35). South Bristol, Route 129, Wawenock Country Club (9-36).

Tennis: Various hotels, resorts and country clubs.

Summer Theater: Boothbay.

Fish Hatchery: U. S. Fish Hatchery and Aquarium, McKown Point, Boothbay Harbor. Maine Department of Sea and Shore Fisheries lobster rearing station.

Public parks: General, leisure and picnicking, Pemaquid Point, Lighthouse Park; North Edgecomb, Fort Edgecomb, three acres; other local parks and commons.

Camp sites: Maine Forestry Service, Jefferson, Haskell Hill (493), fire lookout tower. Somerville, Route 17, Allard Brook. North Whitefield, Route 126, Clary Lake, trailers. Waldoboro, Route One, trailers. Bristol, Route 130.

### Towns

Alna—a town of small population (347), Alna in west central Lincoln County, was at one time the north precinct of Pownalborough, and was afterward called New Milford until 1811, having been incorporated as a town under that name in 1794. The first local church was organized in 1796. In 1811, the present town name was adopted, and the north boundary was fixed in 1820, the year of Maine's statehood. The two major settlements are Alna, near northeastern extremity of the township; and, just to the northwest of it, Head Tide, at the tidal limit of the Sheepscot River, a pretty village sprawling at both ends of a bridge that crosses the river. One of the houses in this village is the birthplace of the poet, Edwin Arlington Robinson, and in some of the others lived individuals who were subject matter for his poems. Route 218 runs southward from Whitefield, at one time part of this township, through Head Tide to Wiscasset, where a connection can be made with Route One. Head Tide is connected with Alna Village by a road which crosses over to North Newcastle village.

BOOTHBAY PLAYHOUSE

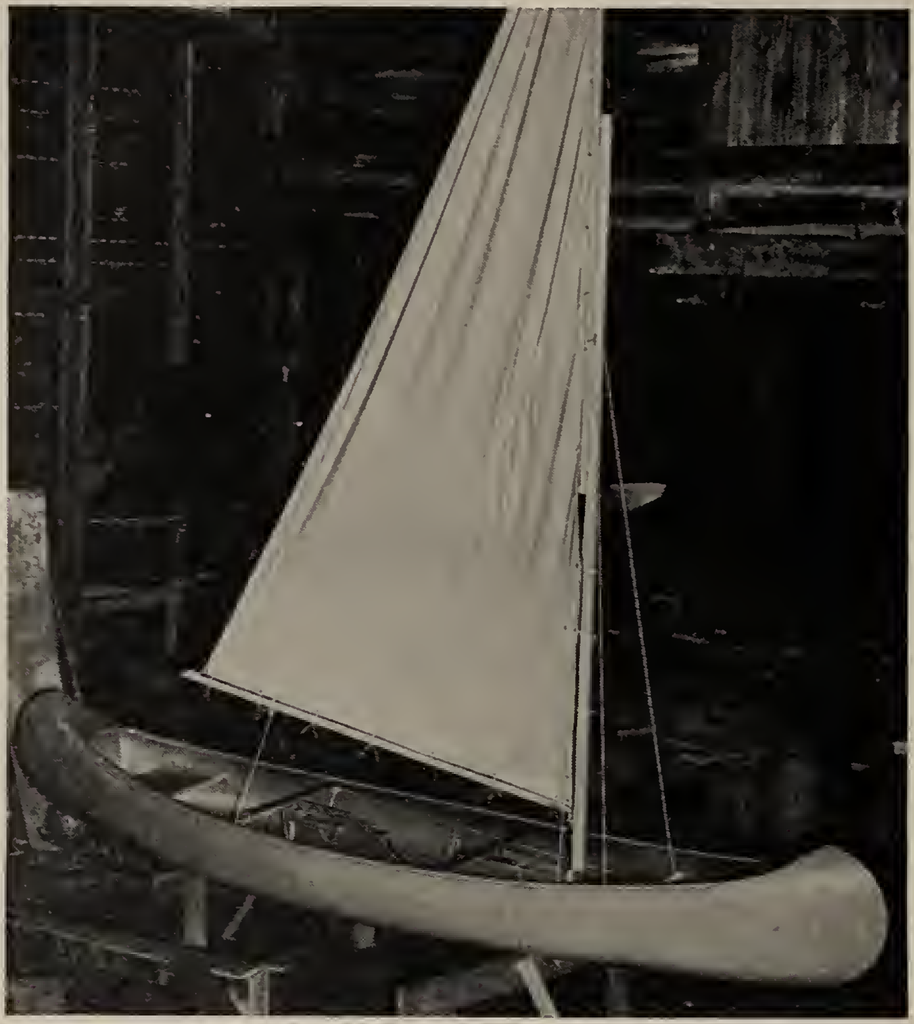
*Summer Theater, Boothbay*

Boothbay—this town (population 1,550) was originally settled in 1630 as Newagen, and later was known as Townshend. It was incorporated in 1764, as the 17th town. In 1842 a part of it was separated off to form Townshend (now Southport), and a further section was cut off in 1889 to form the present Town of Boothbay Harbor. Chief settlements in Boothbay Township are Boothbay, which has some lumber activity and a summer playhouse, and East Boothbay, where much boat building and repairing are done.

Route 27 passes through Boothbay southward to Boothbay Harbor, Southport and Newagen and connecting with Route 96 to Ocean

Point, on the Atlantic; while the same route, proceeding northward, leads to Edgecomb and Wiscasset and connects with Route 1.

The township extends, on its eastern edge, southward along the Damariscotta River, terminating in a long peninsula, Linekin Neck, on which are East Boothbay, Ocean Point and several beach settlements. Beyond the peninsula is a chain of islands—Ram Island, Fisherman Island and Damariscove Island to the west, and the Hypocrites, the White Islands, Outer Heron Island and Pumpkin Island to the east. Reed Island is situated at the mouth of the Little River, which almost bisects Linekin Neck. The settlement at Ocean Point, at the southernmost tip of Linekin Neck proper, reached by Route 96, is washed on the west by the waters of Linekin Bay, where they sweep in to form Carol Cove, beyond which, to the west, lies Negro Island.



*Rice Bros.' Aluminum Canoe, East Boothbay*

Boothbay Harbor—extending southward from Boothbay Township to Linekin Bay and the ocean, Boothbay Harbor (population 2,270) is a yachting center and resort for summer visitors, including a number of artists and writers. In its leading village, also called Boothbay Harbor, the deep-freezing of redfish fillets is a main business, and there is some canning of sardines and mackerel. For this boating center, boatbuilding and repairing are naturally important activities. *The Boothbay Register* is its weekly newspaper.

Near the main village, a little to the southeast, is Mount Pisgah, a sufficient rise to relieve the coastal landscape; and beyond it, to the south, extends a peninsular stretch of land on which are another rise, Big Hill, 100 feet above sea level at its summit, and the settlement of Spruce Point at the southernmost tip of the peninsula. The shores of this peninsula are washed on the west by the waters of Boothbay Harbor, extending up to the village, and on the east by Linekin Bay. From Boothbay Harbor connections are made by boat to Mohegan Island (see Plantations, below). From here the Arctic explorer, Donald B. MacMillan, sets forth on his ventures.

Bremen—with a population of 409, Bremen lies along the upper reaches of Muscongus Bay in southeastern Lincoln County. Hockomock Channel separates that portion of Bremen which is on the mainland from Bremen Long Island, which is also a part of the township, as are several other smaller islands, including Hog, Calf, Cow and Hungry islands. On either side of Hog Island runs a series of rocky ledges known as Ram Ledges and Half Tide Ledge on the west, Middle Ledges to the east, and Coombes Ledge to the southeast.

Bremen lies sixteen miles southeast of Wiscasset. It was first settled in 1735, and was at one time a part of Bristol lying to the south of it. It was separated from Bristol and incorporated as the 278th town in 1828. Bremen and Broad Cove are its two principal settlements. Medomak is situated on a peninsular body of land that extends southward almost to Hog Island, where an Audubon summer nature camp is located. Boatbuilding, lobster dealing, summer camping and canning comprise the major activities here, and some of the food canning operations of the Burnham and Morrill Company, of Portland, are centered in this township.

Bristol—south of Bremen, about fifteen miles southeast of Wiscasset, Bristol (population 1,442) stretches along Muscongus Bay down to Pemaquid Point on the broad Atlantic. The shore at this exposed southern tip is rocky and severe, and a heavy surf from the Atlantic pounds against it with an unceasing roar. Pemaquid Point Light is a popular picnicking spot and has a warning beacon with which mariners have long been familiar, shining out to sea on the loneliest and darkest nights from the white pyramidal tower in which it is housed. Between Pemaquid and Monhegan the *Enterprise* and the *Boxer* had their famous battle in 1813.

Route 32 goes northward from the point to Broad Cove and Jefferson, crossing Route 1 a little west of Waldoboro, while Route 130 splits off from it just north of New Harbor and goes in a northwesterly direction to Bristol, then connects with Route 129, which goes into Damariscotta to the north, or down to South Bristol and Christmas Cove, on Rutherford Island, in the town of South Bristol, across Johns Bay from Pemaquid Point to the west. This whole area is wooded and farm terrain, with many fishing and resort activities, although New Harbor was busy with shipbuilding a century ago. The coastal scene is superb, any roadway passing through small fishing settlements, with white surf near at hand and white sails dotting the water in summer season. Bristol village, on Route 130, is mainly concentrated on a side hill. The Pemaquid River passes through it, winding its way southward until eventually it empties into Pemaquid Harbor and Johns Bay. Pemaquid Beach, site of a replica of Fort William Henry, lies in a cove near the river's mouth, and beyond it is Fish Point, and, across Pemaquid Harbor, Thurston Point. Off the Bristol coastline, to the north, opposite Round Pond Village, across Muscongus Sound, lies large Muscongus Island, and beyond it are Marsh Island and a series of smaller islands, rocks and ledges, such as give New England's seacoast its reputation of ruggedness.

***View of Little Harbor at Damariscotta, Taken from Twin-Town of Newcastle***

Damariscotta—with its 1,079 residents, this important highway town lies across Pemaquid Pond and the northern reaches of Biscay Pond to the west from Bremen, while at its western border the Damariscotta River divides it from Newcastle. It was first settled in 1640, and was incorporated in 1848 under a legislative act of the previous year. Remarkable oyster shell heaps appear here, from 20 to 100 feet deep, on the river bank at Glidden's Point, visible from Route One although no oysters have been found here since settlement by Europeans. Damariscotta is a commercial, banking and service center for most of Lincoln County. It is also a handicraft and tourist center. The *Lincoln County News* is published at Damariscotta, through which Route One passes on its way from Portland to Bangor. Route 129 runs south to Bristol peninsular points.

Dresden—westernmost of the towns of Lincoln County, Dresden (population 725) lies on the eastern shore of the Kennebec River. Its chief settlements are Dresden Mills and Cedar Grove, in the town's northwestern corner. To the south is Hatch's Corner. Route 27 passes in a northwesterly direction from Wiscasset through Dresden Mills and then Cedar Grove on its way to Gardiner, while Route 128 follows the river to Gardiner, coming north from Woolwich and linking with 27 at Dresden Township's northwestern corner. Dresden, a farming and lumbering town, was at one time known as the west precinct of Pownalborough. It was settled in 1750, and was incorporated in 1794, as the 90th town. It annexed part of Alna in 1831. Swan Island (Perkins) was cut off from it in 1847 (see Perkins, Sagadahoc County).

Edgecomb—once called Freetown and Jeremy Squam Island, Edgecomb (population 449) was first settled in 1744. Thirty years later, in 1774, it was incorporated as the 28th town. In 1828 a portion of it was separated to form Westport. Edgecomb, the chief settlement, lies along Route 27 from Boothbay Harbor to Wiscasset and so connects with Route One. East Edgecomb and North Edgecomb are other settlements. Fort Edgecomb, built in 1808 and 1809, is today a well-preserved memorial.

A curious showplace here is ''Marie Antoinette House,'' the house to which that ill-fated queen never came. Captain Joseph Decker, who built the house in 1774, had a daughter who married Samuel Clough, captain of a merchantman which frequently visited France. Captain Clough wished to save the queen from her imprisonment in 1793 and bring her to Maine with him, but the executioner's axe spared her that pleasure, although Clough brought back a few of the queen's possessions, which have become scattered, very few of them remaining at the Clough house, now the remodeled home of a summer resident. Among other romantic features of Edgecomb are the treasure hunts which occasionally occur. Tradition has it that Samuel Trask, one of the first settlers, was once a member of Captain Kidd's crew and even was delegated to hide some of the booty gathered in Kidd's adventures.

Edgecomb is a tourist, vacation and farming town, with major tourist business developments along Route One.

Jefferson—situated in northern Lincoln County, the Town of Jefferson (population 1,208) has as its principal settlements Jefferson, North Jefferson, South Jefferson and Bunker Hill. The settlement of Jefferson proper is situated along the West Branch, a little northeast of where it empties into Great Bay and Damariscotta Lake. Just to the northeast of it, in turn, lies North Jefferson, on Davis Stream. Farther to the south and a bit to the west, at the north end of Damariscotta Lake, a long narrow body of water extending in a north-south direction, is the settlement of Bunker Hill. Dyer Long Pond, Little

Dyer Pond and Pleasant Point are situated in the western portion of the township, and near Little Dyer Pond, just to the east of it, a sharp rise in ground forms Dyer Hill, a short distance to the northeast of which lies South Jefferson. A hilly portion of the township includes Bodge Hill, 300 feet above sea level, and Haskell Hill, 493 feet.

Farming, lumbering and summer camps comprise Jefferson's chief business activities. Jefferson lies on Route 32, leading northwestward to Winslow, just south of Waterville, and on Route 126, running in an east-west direction. Settled in 1770, Jefferson was incorporated in 1807 as the 165th town. Several summer camps for boys and girls, as well as lodges for adults, are situated in this township, including the Pine Grove School and the Flagg School. The rolling, wooded terrain of the township provides many scenic vistas overlooking the lake areas, making Jefferson a popular fishing, hunting and vacationing area.

Newcastle—with a population of 1,014, Newcastle includes within its boundaries part of Damariscotta Mills village where the Bay Shore Machine Company manufactures sheaves and hardware for doors, and where also still stands the first Catholic church built in Maine, St. Patrick's, constructed in 1803. This village lies just between the southern end of Damariscotta Pond and the broad Damariscotta River, and is served by the Maine Central Railroad as is Newcastle village, to the south of it, and directly across the broad Damariscotta River from Damariscotta, both of them lying along Route One. The Dyer River is a tributary of the Sheepscot, which it joins near the township's western border and which is there spanned by Sheepscot Bridge. South Newcastle Station, on the Maine Central, lies farther to the south, and at the northwestern corner of the town is North Newcastle. This town was settled in 1630 and incorporated in 1775 as the 30th town.

Newcastle, like Damariscotta, is a shopping handicraft and tourist center, with several scores of retail, service and professional establishments. Farming and some lumbering also are important activities.

Nobleboro—Nobleboro (population 652) includes within its 14,419 acres inland waters amounting to 1,779 acres and 1,218 acres of swampland. The lower portion of Damariscotta Lake, known as Muscongus Bay, comprises a part of these inland waters; and the western township boundary is Damariscotta Lake. In the southeast parts of Duckpuddle Pond and Pemaquid Pond are included within the township borders. Part of Damariscotta Mills village is at the southwestern corner of the town. Nobleboro, the other leading village, is situated in from the northwestern end of Pemaquid Pond. Nobleboro was first settled in 1730, and in 1788 was incorporated as the fifty-eighth town. Farming, some lumbering and the tourist business are its chief economic components.

South Bristol—this township is made up of the long narrow strip of land extending down to the Atlantic on the western side of the Bristol peninsula and separated from Pemaquid by Johns Bay.

At the tip of the township of South Bristol (population 630) lies Christmas Cove, named by Captain John Smith when he anchored his ship here on Christmas Day, 1614, and now a delightful summer resort community. Off shore from Christmas Cove are the Thread of Life Ledges, Inner Heron Island and Thrumbcap Island.

At South Bristol village, another resort and fishing community, are boat-building and boat repair activities. It is situated on the northern tip of Rutherford Island, which is separated from the mainland by a channel called the Gut, crossed by a highway bridge. These communities are all reached by Route 129, which comes southward from Damariscotta, through which passes Route One. First settled in 1625, little more than a decade after Captain Smith's visit, South Bristol was set off from Bristol and incorporated as the 482nd town in 1915. Walpole and West Bristol are other village centers in the northwestern section of the township. Eastern, Western Branch, Robinsons, Bradstreet, McFarling, Jones, Seal, Long, Clark, Mear, Fitch and Prentiss Coves are among major inlets indenting the long, narrow southern peninsula, making it a popular boating and coastal vacationing area.

*Christmas Cove, South Bristol*

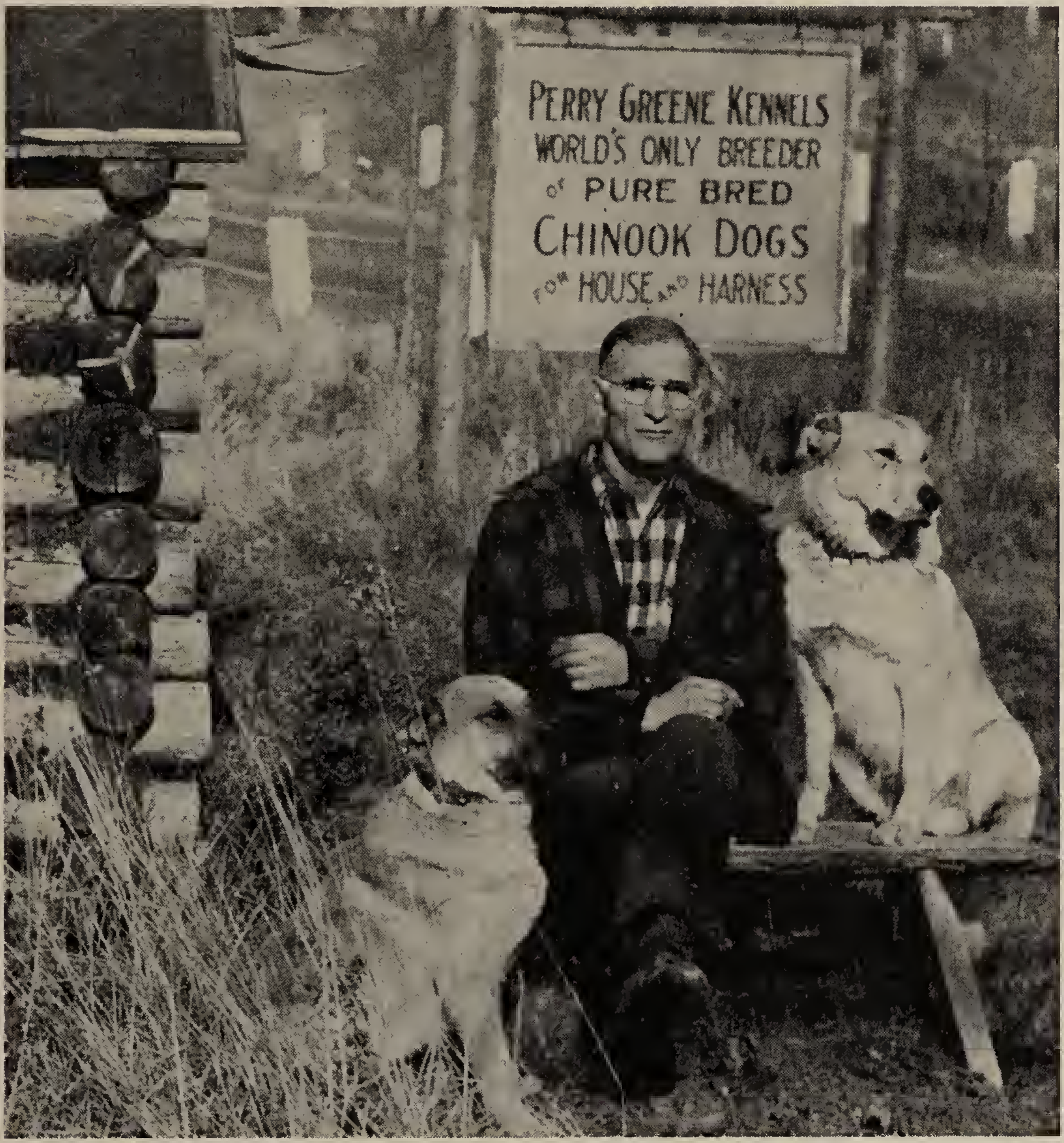
Southport—this island township (population 416) lies to the southwest of Boothbay Harbor, from which it is separated by Townsend Gut. It extends deep down as a point of land to the ocean, helping to form the general shoreline contour of this whole coastal area. The chief settlements are Southport, at the northern end of the island, and West Southport, where lobster trap materials are made. Between these two villages Ebenecook Harbor cuts in to form a deep indentation.

At the southern extremity of Southport is Cape Newagen, and further islands off the coast, in the Atlantic, are Cape Island and the Cuckolds. Off the eastern coast lie, proceeding from north to south, Mouse Island, Burnt Island, Capitol Island and Squirrel Island, all within this township's confines. Squirrel Island has a considerable summer settlement. Southport became Maine's 355th town in 1842, when it was named Townsend. The name was changed to Southport in 1850. Lobstering and the tourist business are principal activities in Southport.

***Fine "Pearl" Apparel Buttons Made at the Paragon Button Corporation, Waldoboro***

Waldoboro—largest of Lincoln County's towns (population 2,535), Waldoboro is on the eastern county boundary with Knox County. It includes Waldoboro, a sizable settlement situated on the east bank of the Medomak River where it begins to broaden out at its mouth. Items produced here include barrel stock and staves for lobsters, carbonated beverages and braided rugs. Farther up the Medomak is Winslows Mills, where the Medomak Canning Company is engaged in the canning of blueberries, mincemeat and cat food.

Through both these communities the Rockland Branch of the Maine Central passes. Route One passes between them, connecting with Route 32, which goes through Winslows Mills, and Route 220, which goes through both Waldoboro and North Waldoboro, in the north central portion of the township. Medomak Pond and Little Medomak Pond are at the north central and northeastern portions of the town respectively. Other small settlements are Manks Corner, Bogues Corner, Orffs Corner, David Corner, Feylers Corner, Kalers Corner and West Waldoboro. Where the Medomak River widens out as a tidal bay, many coves and inlets make the shoreline uneven on both sides, Jones Neck being the southernmost extension of the Town of Waldoboro, where it juts out into the mid-portion of the river. Dutch Neck is on the western side of the river bay. Waldoboro Town was formed in 1773 as Maine's twenty-seventh town. It was originally settled by Germans in 1748.



*Perry Greene and His Chinooks*

With a large shipyard and nearly 100 business establishments, including the weekly *Waldoboro Press*, the town is a busy commercial and small industry center. In the fall of 1950, ground was broken for construction of a $50,000 modern shoe factory, the money having been subscribed in a community campaign. A unique industry here is the manufacture of fancy shirt buttons from the pearl-like shells of Australian mollusks. These shells, obtained in the Australia-New Guinea area, are shipped to Waldoboro to be cut and polished into buttons.

Another unique establishment here is the Perry Greene Kennels on Route One, only breeding place in the world of the famous Chinook breed of dogs, which first came into fame on Byrd's second Antarctic expedition. Greene, a famous Maine guide and world's champion woodchopper, whose contest records have never been bettered, is the sole owner of the Chinook breeding stock, which produce only about 30 puppies a year. Although an ideal sled dog, for which the breed was originated, their gentle disposition has placed them in greatest demand for children's guardians and pets. The Chinook is one of the few sled dogs without a trace of "wild" blood in its makeup.

WESTPORT—originally settled in 1774 and separated from Edgecomb as Maine's 275th town in 1828, Westport (population 143) is an island, long and narrow in shape, running lengthwise from north to south between the mouth of the Sheepscot River on the east and Montsweag, Hockomock and Knubble bays on the west. Its chief settlement, Westport village, is a small community where long lumber and fishing are the items of major economic importance. Thomas Great Toes is another tiny settlement fronting on Knubble Bay, at the southwestern extremity of the town. At the northern tip of Westport is Clough Point, at the narrows below Davis Island. The island is reached by a cut-off from Route One, which begins just south of Wiscasset. A new highway bridge to the island was opened in 1950 and Westport's popularity as a vacationing town is expected to increase.

WHITEFIELD—settled about 1770, the Town of Whitefield (population 1.041) was incorporated in 1809 as the 177th town in Maine. Its chief settlement, Whitefield village, is situated at a bend in the Sheepscot River, in the south central portion of the township. Farther up the river is North Whitefield, directly west from Pleasant Pond, which the Whitefield-Jefferson town line bisects.

The banks of Sheepscot rise steeply on either side of the river through much of the township's length, particularly between the communities of Whitefield and North Whitefield. Some of these rises in land are from 200 to 300 feet above sea level; and Joy Ridge, near the northwestern corner of the township, rises to a height of 426 feet above sea level. Longfellow Pond is situated in the northwestern portion of the township, and Coopers Mills is a settlement in the northeastern corner, both of them bordering on Kennebec County to the north.

Whitefield is a farming and lumbering town, with more than a score of retail, service and professional establishments.

Wiscasset—the Town of Wiscasset (population 1,565) has as its chief community the village of Wiscasset, known for its beautiful old colonial houses and as a central hub of motor traffic. This village, lying along the west bank of the Sheepscot, in the eastern central portion of the town, is on Route One from Portland to Bangor, while Route 218 goes northeastward to Whitefield and Coopers Mills and Route 27 northwestward to Dresden Mills and Pittston, connecting with Route 9 for Augusta. Good connections lead southward to Boothbay Harbor and Newagen (Route 27) and Ocean Point (Routes 27 and 96), as well as to Westport and other shorepoints. Wiscasset is also served by the Maine Central Railroad. Here Daniel Webster once practiced law, and David Robinson is reputed to have made the first ice cream in America when he froze custard to serve to General Lafayette in 1825. After this community was first settled in 1663, it was known as the south precinct of Pownalborough, and it was incorporated in 1760 as Maine's twelfth town. The present name of Wiscasset was adopted in 1802. The Sortwell house and garden, built in 1790, is one of the famous landmarks of the place. The Alna Meeting House dates back to 1789, the Abiel Wood House to 1812, the Old Powder House to 1813, and the Lee-Payson-Smith House to the early nineteenth century. To the south are Cushman Hill (221) and Cushman Point. In the northwestern corner of the township, where the contours are hillier, Gardiner Pond is near the Dresden town line.

Shire town of the county, Wiscasset also is a commercial and small industry center for the western county area. It is a handicraft and antique center and has several hotels and camps among its extensive tourist business activities.

## Plantations

Somerville—comprising the northernmost extension of Lincoln County, Somerville Plantation is bordered by Kennebec, Waldo and Knox counties to the northwest, northeast and east respectively. It was formerly a town, incorporated in 1858, as the 402nd town in Maine; but the incorporation act was repealed in 1937 and Somerville became a plantation in 1938. The principal settlement, also called Somerville, is situated along the Sheepscot River between James and Long ponds and is on Route 105. East of the Sheepscot the terrain becomes hilly, some of the hills rising to more than 500 feet above sea level, including Crummett Mountain (540), preparing the way for still higher rises across the Knox County line. Farming and lumbering are its principal activities.

Monhegan—surrounded on all sides by the Atlantic Ocean, Monhegan Island is Lincoln County's easternmost portion. The main isle, with its smaller neighbor, Manana Island, is surrounded by rocks and ledges, and from the shores steep rocky rises go up on all sides. Monhegan Island proper is about 2½ miles long and a mile wide, and is a mecca for summer visitors who enjoy the salty Atlantic atmosphere. Lobster fishing is the major economic activity. The island is reached by boat from Boothbay Harbor and from Thomaston. It is believed that Monhegan was visited by the Norsemen and by English, French and Portuguese fishermen who left no records. It was well-known to European fishermen long before the 17th Century explorations.

HIBBERTS GORE—this wild land township is practically an extension of Somerville Plantation. It consists of only 640 acres of land.

# OXFORD COUNTY

OXFORD COUNTY forms most of the western boundary of the State of Maine, the dividing line with New Hampshire stretching north and south 125 miles from the Ossippe River at Porter to the roadless wilderness of the upper Rangeley Lakes-Magalloway River region which extends to Frontenac County, Quebec.

(Vinton Photo)

***Skiing on Starks Hill, Fryeburg***

Its central area is not more than 50 miles wide, composed of fertile farming country, summer and winter resorts and busy industrial villages and towns.

The famed Oxford Hills are the foothills of the White Mountains and in Oxford County are 301 named mountains and hills and scores more that have not been named. In the far north are the largest lakes, the Rangeley-Umbagog chain, reservoir of the Androscoggin River, which flows back into Maine at Gilead to start its tumultuous course to the sea through Oxford, Androscoggin, Cumberland and Sagadahoc Counties at Merrymeeting Bay, where it joins the mouth of the Kennebec River.

From Gilead, the Androscoggin River runs through the center of Oxford County, west to east, providing water and power for many industries, especially paper and wood products, traversing farming and forest sections in numerous valleys and intervales between the hills. At Rumford, in the north central section of the county, the Androscoggin provides one of the greatest sources of water power in New England, dropping 180 feet in the space of a mile. Here the Ellis, Swift and Concord Rivers flow into the larger river, along with many brooks and streams to send their tumult over a power dam and falls with a potential of nearly 50,000 horsepower.

(Photo by Whitney)

*Sunday River Whitecap Mountain, Newry*

The falls are within direct view of the business section of Rumford, largest community in the County. The business section is on an island formed by a canal and three bridges connect it with the mainland. Here is the site of one of the largest of Maine's paper mills, the Oxford Paper Company, which supplies book and magazine stock for some of the nation's major publications. An important commercial and shopping center for that section of Maine, Rumford also is conceded to be Maine's outstanding winter sports center, with a championship ski jump, cross country terrain and other facilities that in 1949 attracted a portion of the Federation International de Ski world title contests. Nearby is Mount Zircon (2240), famous for its Moontide Spring, the flow of which is reportedly influenced by the moon's phases, increasing 22 gallons a minute when the moon is full.

The southern section of the County continues the mountain, hill and lake features of the rugged upland terrain, with many summer resorts, youth camps, lumbering, small industries and agriculture as its economic features. The County as a whole contains 2,085 square miles, or 1,334,400 acres, of which only 23.1 per cent is in farms, the remainder being mostly mountains, forest and lakes. Lumber and timber basic products, furniture and wood products, paper and pulp, canning, shoe and leather products are its major industrial components. Dairying is the chief agricultural pursuit, followed by poultry, field crops, vegetables, livestock and orcharding. The recreation industry also is an important factor in the County's economy, the additional population in spring, summer and fall for fishing, vacationing and hunting adding to the consumption of farm products, increasing commerce and trade and paying substantial portions of community tax revenue.

Two major highway routes enter Oxford County from the west, U. S. Route Two from Gorham, New Hampshire, entering at Gilead and passing through Bethel, Newry, Rumford, Mexico and Dixfield, then passing northeast to Wilton and Farmington in lower Franklin County. Subsidiary Route 26 enters from Errol, New Hampshire, at Upton, connecting with Route Two at Newry. Further south, U. S. Route 302 enters Maine at Fryeburg from the Conway section of New Hampshire, crossing over to Bridgton and Portland in Cumberland County, which is the seaside terminus of Route 302.

Important highways north and south are Route 5, from Hiram on the northern edge of York County, to Fryeburg, Lovell, Center Lovell, North Lovell, East Stoneham, Lynchville, Bethel, Newry, Rumford Point and Andover to the end of the road at South Arm, on Lower Richardson Lake. Fryeburg is the oldest town in the County, situated on a high plain of the Saco River Valley. The Saco River winds through this lower end of Oxford County to make its way to the sea below Biddeford in York County. Once an Indian settlement known as Pequawket, Fryeburg now is a resort and commercial highway center between Southern Maine and the White Mountain region of New Hampshire, and for travel from Canada. Here Daniel Webster was once preceptor of Fryeburg Academy and Robert E. Peary, a former resident and discoverer of the North Pole, placed the two Meridian Stones to indicate the true north for surveyors. Denmark, a few miles to the southwest on Route 160, is a center of farming activities and vacation and youth camps on the shores of nearby lakes.

From Fryeburg north into Oxford County run two main highways through a section of lakes, mountains and forest as scenic as any in the state of Maine. Through North Fryeburg and Stow, Route 113 runs to Gilead on Route Two, a town named for its Balm of Gilead trees in the center of the village. This road passes for miles through a section of the White Mountain National Forest, covering many square miles in this corner of Maine. Six miles south of Gilead is Evans Notch, from which may be seen spectacular views of the Presidential Range of the White Mountains. Tumbling mountain streams, high peaks, fragrant pine and cedar forests are features of this route.

Route 5 from Fryeburg Village, passing through the Lovells, skirts Kezar Lake, one of the loveliest of western Maine lakes, whose pine-clad shores shelter many summer homes, widely-known resorts and youth camps. The White Mountain peaks loom to the west across the lake. At Lynchville, further north on Route 5, is the Bumpus Mine, one of the most productive feldspar deposits in the state, where clear pink and green beryl crystals are found. The largest beryl crystal yet discovered in the world was taken from this mine in 1930 and is on display at Harvard University. Oxford County has been called the "Mineral County" of Maine and is said to have produced the greatest variety of minerals ever found in any similar region of the United States. Gold has been panned from many of its streams and veteran prospectors, mineralogists and geologists frequently discuss the possibility of locating the "mother lode" somewhere in far northern Oxford County, or southern Quebec.

***Robert Horton, of Otisfield, in His New Ballistics Laboratory and Testing Range in Waterford***

Albany and Stoneham are hilly, wooded townships, where mountain climbing, hunting and fishing attract the hardier type of vacationer. Lake Keewaydin in Stoneham is a salmon, trout and bass lake, while Albany lies in the valley of picturesque Crooked River.

At Lynchville, road junction of Routes 5 and 35, is the famous highway directional sign which gives distances to places with such world-famous names, all in Maine: Norway, 14 miles; Paris, 15 miles; Denmark, 23 miles; Naples, 23 miles; Sweden, 25 miles; Poland, 27 miles; Mexico, 37 miles; Peru, 46 miles; and China, 94 miles. South from Lynchville on Route 35 are North Waterford and South Waterford, where Lake Keoka and the Five Kezars are favorite cottage and camp sites. Waterford is the birthplace and home of the late Artemus Ward, famous American humorist.

Route 26 enters the southern tip of Oxford County from Portland and Gray at Welchville and Oxford, the town at the northern end of Thompson Lake, which stretches down into Cumberland County. This area is headquarters of superb hunting, fishing and vacationing territory and derives much of its income from the recreational business, in addition to basic farming, lumbering and small industries. Route 26 from here also is the main artery to the Norway-South Paris area, which is a busy commercial, industrial and recreational center at the southern end of Lake Pennesseewassee. These two towns are noted for their manufacture of wood products, shoes, wood heels, snowshoes, skis, sleds, moccasins, furniture, dowels and leather, while nearby mines produce feldspar, quartz and semi-precious stones. Artemus Ward learned the printing trade here, Hugh Pendexter wrote historical novels and Mellie Dunham set forth with his fiddle to capture the romantic heart of America. Winter sports also are a popular item in this area's recreational activities.

The Town of Paris, the county seat, is made up of South Paris, West Paris and Paris Hill. South Paris has the largest furniture, ski and sled factory in Maine and is a busy commercial and shopping center. Paris Hill was the earliest residential section of the township and the birthplace of Hannibal Hamlin, Vice President of the United States with Abraham Lincoln. Nearby is Snow Falls, with a drop of 40 feet to the gorge of the Little Androscoggin River; a Maine Mineral Store where Maine gems are ground, polished and set into jewelry and also a museum of Maine minerals, at West Paris, on Route 26; and Mount Mica (1000), an important source of tourmalines and with one of the most notable pegmatite exposures in the State.

Bryant Pond and Locke's Mills, further north on Route 26, are quiet places in the winter, but busy in the summer as centers for the surrounding lake and hill area, with several small industries adding to the basic lumbering and agricultural pursuits. Nearby are the Greenwood Ice Caves, formed by landslides of huge boulders, which make up large caverns where ice is found in midsummer.

Bethel, crossroads of Routes Two, 26, 5 and 35, is a pretty town nestled in the heart of the Oxford Hills and along the banks of the Androscoggin. Its Gould Academy is one of the leading preparatory schools of the State. Lumbering, sawmills, farming and the tourist industry make it a busy commercial and trading community summer and winter. In this area are such popular lakes as Songo Pond, Twitchell Pond, North Pond and Lake Christopher.

From Bethel, Route 26 follows the course of the Androscoggin to North Bethel and Newry, thence along the course of Bear River to North Newry, Grafton and Upton. North Newry is an agricultural center, with mountains and hills on all sides. Plumbago Mountain (2420), a few miles to the east, is reported to have a greater variety of gems than any other Maine deposit. It is the site of an old lead mine. Screw Auger Falls, where the swirling water of Bear River has worn holes up to 25 feet deep in the solid rock of the river-bed, is one of the many sights along Route 26 in Grafton. This entire area is full of deep gorges, caves and rugged ledge terrain, making it a favorite of hikers, campers and picnickers. Old Speck Mountain (4250) and Baldpate Mountain (4080) are separated by Grafton Notch, through which Route 26 passes in this northwestern Maine scenic wonderland. The Appalachian Trail traverses the peaks of these mountains and the Notch on its route from Franklin County through northern Oxford County to Gorham, New Hampshire, and the White Mountains. Upton, last town in Oxford County on this route, overlooks the southern end of Umbagog Lake, source of the Androscoggin River, draining the Rangeley chain. Sportsmen and vacationers find

(Photo by Whitney)

***The Fir Forest from Aziscoos Mountain in Lincoln Plantation, Elevation 3,215 Feet. In the Center is Cranberry Pond in Magalloway Plantation and, in the Distance, a Small Section of One of the Rangeleys.***

this a region with unlimited opportunities for fishing, hunting, boating, hiking, camping, etc.

South Arm, at the lower end of Lower Richardson Lake, is a "dead end" for Route 5 from Andover and from it vacationers, campers and sportsmen go by boat and woods roads to Middle Dam and Upper Richardson Lake to Upper Dam, connecting with the western side of Mooselookmeguntic Lake, largest of the Rangeley Chain. This entire area is an unspoiled wilderness of lakes, woods, streams and mountains, teeming with fish, big game and game birds. Between Upper Richardson Lake and Aziscoos Lake further north, Route 16 cuts laterally across the northern tip of Oxford County, from Rangeley and Oquossoc to Aziscoos Dam and Wilson's Mills to Errol, New Hampshire. From the dam boats take vacationers and fishermen up the lake, through the Magalloway River to famous Parmachenee Lake, for which the world-famous Parmachenee Belle trout fly was named. At the upper end of Cupsuptic Lake, on Route 16, is the vacationing and fishing resort of Pleasant Island. Private lumber company roads lead north into the vast Cupsuptic River and Mountain region, known only to woodsmen and a few hardier sportsmen.

The next easterly north-south route in northern Oxford County is Route 17, from Dixfield and Mexico to along the course of the Swift River to Frye, Roxbury, Byron and Houghton to Oquossoc. This also is a region of farms and woodlands, full of ponds and rushing mountain streams, where fishing and hunting are excellent. Byron is one of the places where gold has been panned out of the gravel bed of the Swift River. Beyond Houghton is the Height of Land, in western Franklin County, where a parking overlook gives a panoramic view of Mooselookmeguntic and two other lakes of the Rangeley Chain, as well as embracing many of the mountain peaks of Maine's northwest boundary corner with New Hampshire and Canada.

On the east and central side of Oxford County, adjoining its borders with Franklin and Androscoggin Counties, are such towns as Hebron, an agricultural, lumbering and orcharding center, site of famous Hebron Academy and a State Sanatorium; Buckfield, Sumner, Hartford, Canton, Peru and Dixfield, all centers of farming, lumbering and recreational areas, with small industries based on wood products and canning. Anasagunticook Lake in Canton has bass, salmon, trout and perch and is popular with fishermen and vacationers.

Oxford County originally was part of York and Cumberland Counties. It was incorporated the seventh county in the state in 1805. A large part of Franklin was taken from Oxford in 1838 and part of Androscoggin County was taken off in 1854. It has 32 towns and two organized plantations, with a population of 44,150, a gain of 3.5 per cent over 1940.

### Scenic Routes and Vistas

Scenic routes: Virtually all major routes in Oxford County give access to scenic and panoramic vistas of mountains, lakes and forests. Major highway routes include:

Route Two, Gilead, Bethel, Newry, Hanover, Rumford and East Dixfield to Wilton and Farmington.

Route 5, Hiram, East Brownfield, Fryeburg, Lovell, Center Lovell, North Lovell, East Stoneham, Lynchville, Bethel, Newry, Hanover, Andover to South Arm.

Route 26, Welchville, Norway, South Paris, Paris Hill, West Paris, Bryant Pond, Locke's Mills, Bethel, Newry, North Newry, Grafton and Upton to Errol, New Hampshire.

Route 35, Harrison (Cumberland County), South Waterford, Waterford, North Waterford, Lynchville, to Bethel.

Route 108, Livermore (Androscoggin County), Canton, Peru, Rumford.

Route 17, North Jay (Franklin County), East Dixfield, Dixfield, Mexico, Frye, Roxbury, Byron and Houghton to Oquossoc (Franklin County) and Rangeley Lakes.

Route 113, West Baldwin (Cumberland County), Hiram, Fryeburg, North Fryeburg, Stow and Gilead.

Route 219, North Turner (Androscoggin County), Hartford, East Sumner, West Sumner, West Paris and Greenwood.

Route 120, Bryant Pond, Milton and Rumford.

Route 117, Turner (Androscoggin County), Buckfield and South Paris.

Route 140, Buckfield, East Sumner, Hartford, Canton and Gilbertville to Jay (Franklin County).

Prominent peaks and vantage points: Albany, Route 5, Square Dock Mountain (1300). Bethel, Wilbur Mountain (1860), Sparrow Hawk Mountain (1425) and Paradise Hill. East Brownfield, Route 5, view of Old Speck, Bear, Baldpate, Goose Eye and North Peak Mountains. East Stoneham, Route 5, Rattlesnake Mountain (1280). Gilead, mountain streams, roadside lane of silver birches. Grafton, Route 26, Baldpate Mountain (4080), Old Speck (4180), with highest fire lookout tower in State. Greenwood, Mount Abram (1960) fire lookout tower, Greenwood Ice Caves. Center Lovell, Sabattus Mountain (1280) and Kezar Lake. Norway, Pike's Hill (870), 115 peaks in seven ranges visible by telescope. Paris, Paris Hill (803). Peru, Mount Zircon (2240). Andover, Route 5, view of Aziscoos Mountains (Canadian border) and Mount Dimmock (1781). Route 17, Height of Land (Franklin County), view of Rangeley Lakes and mountains.

Waterfalls and dams: Bethel, many falls and rips of Androscoggin River. Hiram, Hiram Falls, Saco River. Mexico, Swift River, 40-foot drop. Grafton, Route 26, Screw Auger Falls, Mother Walker Falls, Bear River. Paris, Route 26, Snow Falls, 40 feet, Little Androscoggin River. Rumford, Rumford Dam and Falls, 180-foot drop in mile.

Mines and minerals: Byron, Swift River, placer mining for gold. Lynchville, Bumpus Mine, feldspar, pink and green beryl. Newry, Newry Mine, Plumbago Mountain, tourmaline, feldspar and pollucite. North Newry, feldspar mines. Paris, Mount Mica, pegmatite exposures, tourmalines. West Paris, Route 26, Maine Mineral Store, Maine gems, beryl, tourmaline, lepidolite.

### Recreational

Swimming: All lakes, ponds and streams. Local facilities.

Fishing: Most lakes, ponds and streams. (cf. annual official booklet of Department of Inland Fisheries and Game.)

Canoeing and boating: Local facilities.

Hiking and mountain climbing: Appalachian Trail and other trails to most peaks and to fire lookout towers. Most prominent marked trails include:

Aziscoos Mountain (3215), Lincoln Plantation, Route 16, Wilson's Mills. Trail, 3 miles; ascent, 1.25 hours; descent, 1 hour; fire lookout tower.

Baldpate Mountain (4080), Grafton, on Appalachian Trail, Route 5, west of Andover, trail starts near Frye Brook and The Cataracts (falls). Trail, 3.72 miles; ascent, 3 hours, 45 minutes; descent, 2 hours; no fire lookout tower.

Black Mountain (2200), Sumner-Peru, Route 219 to Sumner. Trail, 2.2 miles; ascent, 1½ hours; descent, 45 minutes.

Burnt Meadow Mountain (1580), Brownfield, Route 160. Trail, 1.5 miles; ascent, one hour; descent, 45 minutes.

Deer Mountain (3455), Parkertown, Route 16, Otter Brook, seven miles west of Oquossoc. Trail, 4 miles; ascent, 2.5 hours; descent, 1.5 hours; fire lookout tower.

Caribou Mountain (2828), Mason Plantation, from West Bethel, Route 2, to Bog Road; also from Route 113, south of Gilead. Trail, 5.5 miles; ascent, 3.25 hours; in White Mountain National Forest.

East Royce Mountain (3133), Batchelders Grant, Route 113, south of Gilead, in White Mountain National Forest. Trail, 1.3 miles; ascent, 1.25 hours; descent, 45 minutes.

Pleasant Mountain (2007), Denmark, Route 302 west of Bridgton. Trail, 1.5 miles; ascent, one hour. Fire lookout tower. Winter sports development.

Rice's Hill (1320), Waterford, Route 35. Trail, .5 mile; ascent, 30 minutes; descent, 20 minutes. Easy trail and climb, good view.

Rump Mountain (3647), Parmachenee, T. 5, R. 5, by boat or trail from Parmachenee Lake to Rump Pond. Trail, 2.5 miles; ascent, 1.5 hours; descent, one hour. Full-circle panorama.

Sabattus Mountain (1280), Center Lovell, Route 5, to old quarry at base of mountain. Trail, .5 mile; ascent, 30 minutes; descent, 20 minutes. View of Kezar Lake and White Mountains.

Speckled Mountain (2877), Stoneham-Mason, seven trails. Willard Brook Trail, from North Lovell, Route 5; trail, 3 miles; ascent-descent, 2 hours. Trails from Evans Notch Road, Route 113, include Bickford Brook Trail, Blueberry Ridge Trail and Speckled Mountain Trail, all requiring 2-3 hours.

Old Speck (4180), Grafton Notch, Route 26. Maine Forestry Service Trail, steep, 1.55 miles; ascent, 2.5 hours; descent, 1.75 hours. Side trail, East Spur Trail. Fire lookout tower; 1.5 miles to Speck Pond (3500), highest body of water in Maine.

Streaked Mountain (1770), Hebron-Buckfield, Route 117, South Paris-Buckfield. Trail, 1.5 miles; ascent, 40 minutes; descent, 30 minutes.

Rumford Whitecap (2197), Route 5, or Rumford Center Road to Coburn Brook Road. Trail, 2 miles; ascent, 2.75 hours; descent, one hour. Barren slopes, excellent views.

Golf: Bethel, Bethel Inn Golf Course (9-34). Canton, Green Acres Inn Golf Course (9-31); Pinewood Camp Golf Club (9-31). Lovell, Lake Kezar Country Club (9-36). Norway, Norway Country Club (9-35). Paris Hill, Paris Hill Country Club (9-33). Rumford, Oakdale Country Club (9-36).

Tennis: Various country clubs, resorts and hotels.

Race tracks: Andover, North Oxford Fair Grounds; Fryeburg, West Oxford Fair Grounds; South Paris, Oxford County Fair Grounds.

Public Parks: White Mountain National Forest, Gilead, Mason, Batchelder's Grant, Stow, Stoneham and Albany. Routes 2, 5 and 113.

Camp sites: Brownfield, on Little Saco River, Route 5. Denmark, on Pleasant Mountain Trail, off Route 18. Fryeburg, on Saco River, Route 5. Hiram, Bull Ring Road, Route 117. Rumford, Milton Plantation, on Mount Zircon Trail, off Route 120.

Rangeley District: Magalloway Plantation, Umbagog Lake, small island off Hedgehog Landing, swimming and canoeing. Grafton, on Newry Upton Road, Route 26; Bear River, Screw Auger Falls, trailers and canoeing; Grafton Flat, Cedar Brook, trailers; Grafton Notch, Old Speck Trail, on Appalachian Trail; D Township, Elephant Mountain, on Appalachian Trail.

Aziscoos Lake: Lincoln Plantation, island near Aziscoos Dam, Route 16, swimming and canoeing; Lynchtown, near Twin Brook, swimming and canoeing; lunch and picnic grounds around lake shores.

Richardson Lake: Richardson Town, small island at West Arm, swimming and canoeing; Little Pine Island, The Narrows, swimming and canoeing; C Township, Spirit Island, South Arm, swimming and canoeing; lunch and picnic grounds around lake shores.

Mooselookmeguntic Lake: Richardson Town, Students Island, swimming and canoeing; Adamstown, Cupsuptic Lake, Big Birch Island, swimming and canoeing. Lunch and picnic grounds around lake shores.

(Cf. Maine Forestry Service Camp Sites booklet.)

## Towns

Andover—first settled in 1789 by Ezekiel Merrill, Andover was incorporated in 1804 as the 157th town in Maine. Its name then was East Andover. The present farming and lumbering town (population 757) is in the midst of the most mountainous region of the State. The settlement of Andover itself, lying along the Ellis River's West Branch, northwest of Rumford, is on Route 120 into that town; while Route 5 proceeds southward to South Andover and a junction with Route 2. Twelve miles northward are the Richardson Lakes of the Rangeley Chain, a mountainous and water region with many campsites for summer vacationers. At East Andover, which is east of the Ellis River, long lumber, dowels and glue pins are among the items manufactured. In the western portion of the Town of Andover, extending over into what is known as Andover West Surplus, Long Mountain rises to a height of 3,165 feet above sea level. Many other peaks in Andover West Surplus and Andover North Surplus reach heights of 2,000 to 3,000 feet, spreading northward from the Mahousuc Range of western Maine; and through both "Surpluses" the old Appalachian Trail passes northeastward. Many swift mountain brooks, several with spectacular falls drain the Andover region into the Ellis River System. Baldpate Mountain (4080) is mostly in Grafton township to the west.

***Robert Swain Dowel Mill at East Andover***

BETHEL—settled first in 1774 by Nathaniel Segar, of Newton, Massachusetts, what is now the Town of Bethel (population 2,348) was once known as Sudbury Canada. It was incorporated in 1796, the 107th town. In 1843 a portion of it was detached to form a part of Hanover, although six years later, in 1849, a part of Hanover was, in turn, annexed by Bethel. With its principal settlements at Bethel and North Bethel, this town, on the Androscoggin River, has in the past decade, added 15.4 per cent to its population, due to an increase in industrial activity, principally lumbering. Both Bethel and West Bethel lie along Route 2 from Rumford westward to Gilead and the New Hampshire border. From Bethel village itself Route 26 leads southeastward to Paris, while Route 35 goes southward to link up at Naples (Cumberland County), with Route 302 into Portland. At Bethel, rough and finished lumber are produced, as well as dowels and glue pins, and the weekly *Oxford County Citizen* is published.

Mountains ranging from 1,500 to 1,800 feet rim the town, which is spread out over 41,747 acres, a larger than average township area. It has some two scores of businesses in addition to its several large lumber mills. It also is an important tourist resort center, with several large summer hotels, and is a shopping center for an extensive vacationing area. It is on the Grand Trunk line of the Canadian National Railway, from Portland to Island Pond, Vermont. Farming also is an important activity.

Brownfield—named after Henry Y. Brown, a large original proprietor of the region, Brownfield (population 607) was first settled in 1765. For a long time it was called Brownsfield, with an "s," and in the original petition for incorporation the name of Dover was suggested. It was incorporated in 1802 as Maine's 130th town, and five years later a portion was detached to be added to Fryeburg, while at the same time, in 1807, a portion of Porter was annexed. More of Porter was added to Brownfield in 1831, 1832 and 1855, although in 1821 Brownfield lost some land to Denmark, which in 1907 got another strip. Hiram received a piece of Brownfield in 1852. At East Brownfield, long and rough lumber are produced, and historically both East Brownfield and Brownfield have produced a number of lumber products. Both communities lie on Route 160 from Denmark to Limerick. To the southeast are the Burnt Meadow Mountains (1560 and 1580) and Burnt Meadow Pond, as well as Burnt Meadow Brook; and the Maine Central Railroad runs from southeast to northwest through East Brownfield. Next south of Fryeburg, is Brownfield, a farming, lumbering and vacation town set in the Oxford Hills against the New Hampshire border on the west. The Saco River forms most of its eastern boundary with Denmark. It was along joint Routes 5 and 113, following the railroad line and the Saco River, that fires, believed incendiary, were started in the drought autumn of 1947, wiping out most of the town and eventually sweeping through York County to the Atlantic Ocean (see Part I). Most of the town buildings have since been rebuilt, but forest fire scars remain.

Buckfield—settled in 1777 by Abijah Buck and Thomas Allen and their families and a few months later by Nathaniel Buck and his family, Buckfield had already been improved to a degree by Benjamin Spaulding, of Chelmsford, Massachusetts, who was here in 1776. All of these people were from New Gloucester, Maine, with the exception of Mr. Spaulding. At first the place was called Bucktown. As a settlement grew here, the first church, of the Baptist denomination, was built in 1821. Being at the eastern border of Oxford County, bordering on Androscoggin County, Buckfield is less mountainous than some of its neighbor towns, although in the southwest part of the township are Owl's Head (1,410) and Streaked Mountain (1770). The town (population 896) has three settlements—Buckfield, East Buckfield and North Buckfield. Buckfield is at the junction of Route 117, from South Paris to Turner (Androscoggin County), and 140, leading up to East Sumner and Canton. Many types of brushes are manufactured at Buckfield—brushes for the home and factory, for textiles and other purposes—and brush blocks, die blocks, meat blocks, shoe lasts and cutting boards are among this community's products. Long lumber is also sold, as well as jellies, preserves, sweet cider and cider vinegar. It has a branch bank, more than a score of small businesses and a high school. Farming and lumbering are principal activities. The Nezinscot River, with many brook tributaries, forms its major watercourse.

***Brushes Made at the C. Withington & Son Brush Company, Buckfield***

Byron—formerly known as Skillertown, Byron was incorporated in 1833 as the 304th town. Its population (only 95 in 1950) fell off 24 per cent in a decade, probably because its rugged terrain does not invite year-around living under the conditions demanded today. Route 17 follows the Swift River from Houghton southward through Byron village to Frye and Mexico. Proceeding farther north on the same route, one crosses the Appalachian Trail to Oquossoc and Rangeley. Byron Township is dotted with sizeable peaks, several of them rising to heights of 2,700 feet and more just to the east of the village, while Blue Mountain, in the northwestern portion, and extending over into Franklin County, is 3,400 feet high. Record Hill (2410), Old Turk Mountain (2424) and Pleasant Mountain (2325) form a range through the center of the township dividing the Swift and Ellis River systems. Coos Canyon, an unusual waterworn formation in the Swift River bed is located here and gold may be panned in the river gravel. Lumbering and limited farming are principal activities and it is a popular camping township.

Canton—this township (population 744), lying near the eastern boundary of Oxford County, is at the point where Oxford, Franklin and Androscoggin counties meet. Its main village, Canton, is situated on Routes 108, proceeding northwestward from Livermore to Rumford, and 140, from Buckfield to Gilbertville and Jay, across the border in Franklin County. It is situated on the Maine Central Railroad.

First settled in 1792, it was known as Phipps when this region was a part of Canada. It was a portion of Jay, from which it was set off and separately incorporated in 1821 as Maine's 241st town. In 1823 some parts were returned to Jay, which received further concessions again in 1824 and 1831. Canton annexed a portion of Hartford in 1839 and more of it in 1850, but in 1859 lost land to Peru. Canned corn and tanned sheepskins are produced at the village, as well as printing, furniture, and wood products. South of it is Lake Anasagunticook, a popular summer resort, with several vacation lodges and many cottages, adding to the town's economy. Farming and lumbering also are basic to the score or more businesses in the town. The Androscoggin River flows through the center of the township, which is ringed by hills. Canton Mountain (1542) rises in the northeast corner on the northern side of the river. Gilbertville and Canton Point are other village sections.

Denmark—thirty-one miles southwest of Paris and forty miles northwest of Portland, the Town of Denmark (population 467) was originally made up of a grant given by Massachusetts to Fryeburg Academy, as well as two other grants to private individuals, together with a strip from Brownfield. It was first settled in 1788, and was incorporated in 1807 as Maine's 163rd town. Some of these areas were known as Pleasant Mountain Gore and Foster's Gore. On Pleasant Mountain (2,007), at the town's northern border, are Pleasant Mountain Reservation and Lookout Station. To the east and south of the mountain are Moose Pond and Moose Pond Brook respectively, while in the southeastern portion of the town are Hancock Pond and Sand Pond. The Saco River forms the town's southwestern boundary. Boats and dimension lumber are among the products of which Denmark's economic life is made up, and many camps and summer hotels add to the basic farming and lumbering activities. Denmark Village, at the southern end of Moose Pond, is on Route 117, Hiram to Bridgton, and Route 160 from Brownfield. It is a hill, pond and stream township with considerable woodland area. The oldest combination boys' and girls' camps in the State, Winona and Wyonegonic, are located there. The town also has a high school.

Dixfield—formerly known as the Holman Grant, the Town of Dixfield (present population 2,013, an increase of 12.5 per cent from 1940) was settled in 1795. The grant was to Jonah Holman and his associates, although the name was taken from Dr. Elijah Dix, of Boston. It was incorporated in 1803 as the 147th town. In 1822 it annexed a portion of Township 4 AP.

At Dixfield, the chief settlement, the Diamond Match Company B-F-D Division has a plant for the production of safety matches, clothespins, toothpicks and flat veneer items, employing from 400 to 450 people. Other products of this community include long lumber, logs, lumber, pulpwood, boltwood, wood thread spools, cores, plugs and dowels, the latter group made by Stowell-MacGregor Corp. This settlement is on the Webb River, which forms the town's western boundary, where that stream flows into the Androscoggin River. Dixfield Station on the Maine Central is across the Androscoggin in the Town of Peru. East Dixfield, at the opposite corner of the town, at the Franklin County border, lies on Route 2 from Bangor to Rumford.

*Trotting at Fryeburg Fair*

Numerous mountains throughout the township rise to heights of 1,000 to 2,000 feet, one of the largest being Brown Mountain (1820), just to the east of Colonel Holman Mountain, which rises to heights of 1,600 and 1,700 feet. The entire terrain of the township is hilly. Two peaks of another Holman Mountain rise to 1490 and 1630 feet, respectively, in the northwestern part of the township, which is next east of Mexico. More than a score of businesses are supported by the town's industry, farming and lumbering.

Fryeburg—originally settled in 1762, this township (population 1,902 in 1950) was known as Pequawket. In the southeastern portion of the township is Lovewell Pond, at the northern extremity of which is a boulder marking the site of Lovewell's Fight, May 8, 1725, when a company of 33 Massachusetts Rangers under Captain John Lovewell battled eighty Pequawkets led by Chief Paugus. The battle lasted from dawn to dusk, and during its course both Paugus and Lovewell were killed. Afterward the Indians abandoned their seat at Pequawket and fled to Canada. This township takes its present name from General Joseph Frye, the original grantee and the town's first representative to the Massachusetts General Court in 1781. Incorporation was in 1777 (the 36th town). In 1766 a portion of the original area had been set off to New Hampshire, and in 1802 Fryeburg annexed some of Brownfield. Portions were detached to be given to Denmark in 1813 and to Bridgton in 1847. To the west, from historic Lovewell Pond, lies the town's chief settlement, Fryeburg, which produces canned corn, succotash and ice cream, as well as hardwood squares. It is situated on Route 5 connecting with Hiram to the south, with Bridgton by way of Route 302 (which proceeds directly into Portland) and with North Fryeburg, Stow and the White Mountain National Forest to the north over Route 113. A Burnham and Morrill plant at Fryeburg Center cans corn and squash, and canned corn is also a product of North Fryeburg. The Saco River winds northward from Fryeburg village, then curves eastward and to the south near Fryeburg Center and East Fryeburg, making a complete semi-circular arc within the boundaries of this one town. The "Old Course" of the river makes a further complete circle around Fryeburg Center, touching the northern township limits. Fryeburg is an important tourist-vacation center, with several scores of businesses, hotels and tourist

*Part of the Herd of Baby Beef at a Fryeburg Fair Auction* inns, and historic Fryeburg Academy, where Daniel Webster once was preceptor. The Western Maine Information Center of the Maine Publicity Bureau was opened here in 1950.

GILEAD—Maine's western border next west of Bethel and on the Grand Trunk Railway, the village of Gilead, chief settlement of the town of the same name (population 135), has concerned itself chiefly with the production of lumber items. First settled in 1802, the region was incorporated in 1811 as Maine's 181st town. It lies on the northern side of the great White Mountain National Forest area, with its peaks of 2,000, 3,000 and 4,000 feet. At the settlement of Gilead, the Grand Trunk Railway line and Route 2 parallel the flow of the Androscoggin River from west to east. The town was once known as Peabody's Patent. It was settled in 1780 and incorporated in 1804 as the 158th town. A small township in area, its farmstands are scattered along Route 2, where there are several tourist establishments. In the northcentral section is Tumbledown Dick Mountain (1740). Several trails for mountain climbing lead off from points on the main highway.

GREENWOOD—first settled in 1802, Greenwood was previously known as Township No. 4, its major area being covered by the former Phillips Academy and Dummer Academy grants. Its chief settlement, Locke's Mills, lies on Route 26 from Paris to Bethel, and is a center for the production of hardwood dimension lumber for furniture making. The settlement of Greenwood, farther to the south, is on Route 219 to West Paris. The town was incorporated as Maine's 213th in 1816. In 1893 it gave up a portion of its area to Woodstock. Several mountains in this township rise to heights of 1,500 to 2,000 feet. Mount Abram reaching a height of 1,970 feet. Other mountains in the township include Long (1820); Uncle Tom (1700); Tibbetts (1810); Elwell (1630); Noyes (1450); Patch (1570); and Peaked (1250). South Indian Twitchell, Overset, Hicks and Mud Ponds are on the several watercourses of the farming and lumbering township.

HANOVER—set off from Bethel in part, with the addition of what was formerly known as Howard's Gore, the Town of Hanover was created in 1843 (360th town). Six years later, in 1849, a part of its area was returned to Bethel. Settlement of the township area dates back to 1774. Hanover's territorial extent is limited, covering only 4,640 acres. Although the total population is only 209, this figure represents a 17.4 increase over 1940 figures, due to its proximity to Rumford, next east. Howard Pond lies in the northern portion of this triangularly shaped town, in the northern apex of which is Mount Dimmock (1,781). The village of Hanover lies on Route 2 out of Rumford. Howard Pond has several vacation establishments and tourist businesses are located along Route 2.

HARTFORD—fifteen miles northeast of Paris, Hartford village lies on Route 140 from Buckfield to Canton, a little to the west of Bear Mountain (1,207) and its lookout tower, on the eastern boundary. To the southwest, along Route 219, are Bear Pond and Little Bear Pond, while the township area extends northward to the Saddleback (1,690) and a little beyond. Half of Lake Anasagunticook is within the township boundary on the northeast, the remaining half being within the Town of Canton. Hartford was first settled in 1788 by Edmund Irish, and was known as the Plantation of East Butterfield. It was incorporated in 1798 as the 119th town. Part of Plantation 1 was annexed in 1807 and part of Chandler's Gore in 1834, while portions of Hartford were detached to be added to Canton in 1838, 1839 and 1850 and to Buckfield in 1856 and 1862. Summer camps are to be found in this township area, although the year-around population is only 379, engaged chiefly in farming and lumbering. The Nezinscot River East Branch forms the western township boundary. Semi-precious stones and rare ores are found in the feldspar and quartz deposits in this area.

Hebron—formerly known as Bog Brook, Sheppardsfield, Sheppardstown and Phillips Gore, this township was first settled in 1774, and was incorporated in 1792 as the 78th town in Maine. The name of Columbia was suggested for it at the time of its incorporation, but Hebron was chosen from the Hebron of the Scriptures. Hebron Academy was incorporated in 1804. In 1829 Oxford was set off from it, a portion of the Town of Paris having been annexed in 1818. The village of Hebron, situated in the southern portion of the township, is the site of the Western Maine Sanatorium, a state institution for tubercular patients on Greenwood Hill. Route 119, from Minot to South Paris, passes through the village, whose major activities are concerned with lumber sales and the marketing of apples and farm products from the surrounding area. The town's population was 827 in 1950, an increase of 22 per cent over the 1940 figure. Marshall Pond and tributaries lie on its southwest border.

Hiram—first settled in 1774 and named by an early settler, Timothy Cutler, after "Hiram, King of Tyre," the Town of Hiram (population 800) was incorporated in 1814 as the 207th town. Parts of Baldwin were annexed in 1821 and 1844, and a part of Brownfield in 1852. The village of Hiram is situated on Routes 5, 113 and 117, less than 40 miles from Portland. The Maine Central Railroad Mountain Division serves it, and long lumber and dairy items are its chief products. Some rough lumber production also takes place at East Hiram, close to the Cumberland County line. South Hiram borders on York County, and here bobbins and spools are manufactured. From South Hiram, Route 25 leads to Portland, about thirty-seven miles to the southeast. The center of the township is taken up with several mountains around 1,500 feet above sea level. Farming, lumbering and the vacation business are principal activities in the generally hilly township. The Saco River runs through its central and eastern sections and several ponds are on its eastern and western boundaries. Named mountains include Mt. Cutler (1180); Bill Merrill (1580); Misery (1500); Gould (1300); Robbins Hill (1340); Peaked Mountain and Tear Cap.

Lovell—settled in 1779, Lovell was a part of the Pequawket country, an old-time Indian stronghold, and once embraced nearby Sweden. At one time it was called New Suncook. Incorporated in 1800 as the 125th town, it yielded a part of its territory to Sweden in 1813. Long lumber, pine and hemlock, and axe handles, are the chief products of the village of Lovell, near the township's southern tip. Route 5 traverses the township in a north-south direction, along the eastern edge of Kezar Lake, passing through North Lovell, Center Lovell and Lovell village, east of which, across the Sweden town line, stretch The Plains. The population in 1950 was 637. Kezar Lake is one of the most popular and scenic resort sections of Oxford County and has several noted vacation lodges, hotels and camps, for both adults and youths. Numerous summer cottages and estates also line its shores, adding to the basic farming and lumbering activities of the town. Sabbattos Mountain (1280) is east of Center Lovell village.

Mexico—across the Swift River and Androscoggin River from the eastern section of Rumford, the village of Mexico is situated on Route 2 from Rumford to Bangor, next west of Dixfield. It produces bakery products, long lumber and wood products. Ridlonville is a nearby settlement, both of them being in the Town of Mexico (population 4,747), formerly known as Township No. 1, Holmanstown and Dixtown. Originally settled in 1780, the town was incorporated in 1818 (Maine's 226th). Hale village is on Route 17 and the Swift River in the northwestern section of the town, which has several score businesses and is a residential section for Rumford. Several mountains and hills rise in its northwest section and the Webb River, with considerable swamp area, is on its eastern boundary with Dixfield. Limited farming and lumbering are basic activities.

Newry—formerly called Sunday River Plantation and Bostwick, the Town of Newry (population 188) was first settled in 1781 by Benjamin Barker and his brothers, from Methuen, Mass., and Ithiel Smith, of Cape Elizabeth. It is in the midst of the more mountainous region of western Maine, some of its peaks rising to 2,500 and 3,500 feet. Outstanding among them are Barker Mountain (2,582), near the southern tip of the township; Sunday River Whitecap (3,500); Plumbago (2,420); and Puzzle Mountain (3,350). The village of Newry, situated on the southern border of the township, is on Routes 2 and 26, 18 miles west of Rumford; and North Newry is a little farther on Route 26 toward the New Hampshire border. The town was incorporated in 1805 (160th in Maine). Farming, lumbering and several tourist places make up its economy. The Bear River flows through the center of the township, along Route 26.

Norway—next west of the shire town of Paris in southeastern Oxford County, Norway (population 3,787) is a center for commercial, agricultural and vacation activities and shares with the adjoining village of South Paris an extensive industrial activity based chiefly on wood products and shoes. It is on Route 26, Portland to northwestern Maine; on Route 117, from the Sebago-Long Lake

Region to Buckfield; Route 118 from Waterford; and connects with highways leading from South Paris.

Among its industries it claims the largest snowshoe and dowel manufacturing companies in the East. The Novelty Turning Company here was the first to produce wooden golf tees, which it turned out by the millions. Women's shoes also are a major product and racing sulkies made of Maine ash are sent from here to racing stables across the nation. A $300,000 modern steel and brick plant was built in 1946 for the Wilner Wood Products Company to accommodate its expanding production of wood heels and wedgies, one of the largest plants of its kind in the Nation. It is located on Alpine Street, which is on the boundary between Norway and South Paris. Lumber, bakery products, canned corn and printing are other major products of the town, which has a weekly newspaper, the *Advertiser-Democrat*.

*C. B. Cummings & Son Dowel Mill, Norway*

The town has two locally-owned banks, several scores of businesses, a library of 14,000 volumes and a modern high school. It is also a summertime business center for the vacation-travel activities of a wide area of hills and ponds in this region. Lake Pennesseewassee extends four-and-one-half miles from the northwest to near the business section of the town; and North Pond and Sand Pond, the latter in the southwest, also are in the township. The Little Androscoggin River, through the center of the town, is their outlet. North Norway and Norway Lake are subsidiary village sections.

Norway, like Paris, has contributed many famous personages to the world, including such noted names as Sylvanus Cobb, Hugh Pendexter, Artemus Ward, C. A. Stephens of Youth's Companion fame; Don C. Seitz, associate of Pulitzer; Mellie Dunham, Henry Ford's fiddling protege; and others of artistic, literary and public affairs renown. A unique institution is the Weary Club, in the center of the business section, which its founders established as a place for "tired old men to escape the wrath of their womenfolks, swap lies and fishing stories and always have on hand a supply of straight-grained cedar for whittling." Fred W. Sanborn, the late noted local publisher, and his associates built a one-story building for the purpose and he left a $10,000 trust fund to support it. Bags of candy for children at Christmas is the chief annual project.

***Making a Mountain Ash Racing Sulky at Turf Craft Sulky Company, Norway***

Pike Hill (870), just west of the village center, and Holt Hill, (1005), west of Pennesseewassee Lake, are two of more than a dozen elevations in the township, the terrain of which makes it ideal for winter sports. Norway was settled in 1781, and formerly was called Rustfield, for Captain Rust, an early proprietor. It was incorporated the 111th town in 1797. Part of Paris was annexed in 1859 and a part set off to the same town in 1861. It is served by the Grand Truck Railway.

Oxford—the present Town of Oxford (population 1,625) was carved out of Hebron and set off from that town, being incorporated in 1829 as Maine's 285th town. It annexed part of Otisfield in the following year and part of Paris in 1838. Dating back to 1774 in its settlement, it is now engaged in the production of woolen piece goods, baskets, rough lumber and logs, chiefly at Oxford, its leading settlement, which is on Route 121 from Auburn to Otisfield and Raymond. Oxford village is at the northern tip of Thompson Lake, and a little to the east of it is Welchville, on Route 26, which leads into Portland, as well as Route 121 to Auburn. Hogan and Whitney Ponds are in a group of small ponds east of Thompson Lake, the entire area being a popular cottage and summer camp section. The Little Androscoggin River flows through the center of the township into Mechanic Falls (Androscoggin County), next east. Farming, lumbering and vacation business support the more than a score of local businesses.

*New High Pressure Steam Power Plant, Part of the $10,000,000 Expansion Program at Oxford*

PARIS—forty-six miles north-northwest of Portland on Route 26, the Oxford County shire town of Paris (population 4,358) has a number of industrial activities, chiefly centered at South Paris and West Paris. South Paris, the chief settlement, situated on the Grand Trunk Railway, produces leather, juvenile furniture, skis, sleds, toboggans, dressed lumber and wood turnings, canned corn, lima beans, peas, clam chowder, pickles and relishes, long lumber and concrete blocks. It merges into the settlement of Norway, across the Paris-Norway town line, both of them on Route 26 and on Route 117, running from Buckfield to Brownfield. Also coming into South Paris is Route 119 from Hebron. At West Paris, on Routes 219 and 26, the United Feldspar and Mineral Corporation is engaged in mining and grinding feldspar, and natural cut jewelry and cut gems are among the community's leading products. Clothespins, long lumber, pail bailwoods, sawed lumber, handles, flat finished ware and cloth-covered burial caskets are other items produced here by Penley Brothers Co., Lewis M. Mann & Son and other firms. Paris proper is a smaller settlement in the middle of the township, and Trap Corner is on Route 26 near West Paris village.

*Ski Department of the Paris Manufacturing Company at South Paris*

This town was orignally settled in 1779, and in 1793 was incorporated as the 82nd town. Farming, lumbering and manufacturing are mainstays in the generally hilly township which is drained by the Little Androscoggin River and tributaries.

Peru—formerly known as Partridgetown, Peru was colonized by people from Westbrook. There were five orignal grants of land in this area—Thompson's, Fox's, Peck's, Lunt's upper and Lunt's lower grants. They were joined and organized in 1812 as Plantation No. 1. Incorporation as Maine's 240th town took place in 1821. In 1885 Peru annexed a portion of Franklin, and portions were yielded to Rumford in 1825 and 1895. Peru again added to its acreage from portions of Canton in 1859 and 1895, and Franklin in 1899.

West Peru, situated on Route 108 into Rumford, has some lumber-producing activity and a wood products plant of the B-F-D Company. That village is connected with Peru and East Peru by Route 108. The town's population is 1,078. Dixfield Station on the Rumford Branch of the Maine Central Railroad is at West Peru. Farming and lumbering are basic activities and the township is generally hilly, including Black Mountain (2210 and 1990); Speckled (2207); Tumbledown Dick (1530; The Pinnacle (1730); Trask (1700); and Poland Mountain (1310). Worthley Pond is in the eastern section.

PORTER—settled in 1781, this area became Portersfield Plantation, named after Dr. Aaron Porter, of Biddeford. It was incorporated in 1807 as the 164th town, ceding part of its former area at that time to Brownfield, which received further portions in 1831, 1832 and 1855. The town now has a population of 1,083, which represents a growth of 21.4 per cent in ten years. Both Porter and Kezar Falls, its two main settlements, are on Route 25 into Portland. The mountains in this town, which borders on York County, are smaller in size, but have picturesque names—Moulton Ridge, Bald Ledge, Devil's Den, Pine Hill (1,500) and Rattlesnake Mountain. Kezar Falls Village is partly in Porter, Hiram and Parsonfield (York County) and has a hotel and a score of small businesses centered around the Kezar Falls Woolen Company, which employs about 200, located across the town line in Parsonfield, next south. The Ossipee River forms the southern boundary of the town, which is on the New Hampshire state border.

ROXBURY—once known simply as Township No. 7, the present Town of Roxbury (population 348) next north of Rumford and Mexico was incorporated in 1835 as the 326th town. Part of its area was yielded to Mexico in 1857. It contains two leading settlements, Roxbury and Frye, both on Route 17. Wooden dowels are produced at Roxbury. Several sizable mountains are in this town. Route 120 passes through what is known as Roxbury Notch, in the southern portion of the town, from Rumford to Andover, the road here lying between Partridge Peak (1,993) and North Twin Mountain (2,153). To the north of the township are Flathead Mountain (2,141) and Walker Mountain (2,700). Ellis Pond is in the northwest corner and the Swift River and tributaries drain the center of the township along Route 17. Limited farming and lumbering are principal activities.

RUMFORD—largest town in population in Oxford County, Rumford is in the east central section, sharing with adjoining Mexico, next east, a commercial, lumbering and industrial economy at an important water power location on the Androscoggin River. In this township the Ellis, Swift and Concord Rivers flow into the Androscoggin, as well as a dozen brooks and streams, reaching their climax in mighty Penacook Falls, where the combined rivers plunge 180 feet in three-fourths of a mile to form what has been described as the most spectacular cataract east of Niagara Falls.

A favorite fish-spearing spot of the Penacook Indians and on their ancient trail from Western Maine to the White Mountains, Rumford first was settled in 1777 as New Penacook. It was incorporated the 122nd town in 1800. It remained a farming and lumbering town of declining population until 1890, when Hugh J. Chisholm, a one-time train newsboy and an engineering associate, Waldo Pettingill, saw its possibilities in the formula, "wood plus water plus power equals paper," derived from the majestic display of rushing river and tree covered hills rising to the skyline in every direction.

A dam and power plant soon were built and the first paper mill was in operation by mid-1893. Eight months later the railroad, now the Rumford Branch of the Maine Central, had been pushed ahead to Rumford Falls from Canton and 100 tons of freight were passing back and forth daily. Today this line originates the heaviest daily tonnage of any branch of the Maine Central system. Paper bags, newsprint aand sulphite pulp were products of the first mills, but in 1901 the Oxford Paper Company started up production with two small machines. Oxford Paper today is one of the largest producers of book and coated papers in the country and has the largest integrated mill making these papers exclusively.

*Town Hall and Post Office, Rumford*

To Rumford, Mexico and neighboring towns came the working families to keep the machines running and expanding. French-Canadian, Scottish, Irish, Lithuanian and Italian mostly, they began the great "melting pot" process common to America, an ethnic amalgamation increasing with the years. After 40 years of steady expansion and humming industry, the depression of the Thirties hit hard in Rumford. Population in the area fell off and commercial business volume withered in proportion to the contracted operations and payrolls of the Oxford mills, which had become the town's key industry. The early years of World War II also took a high proportion of the young men and women in the community and the town's population had shrunk, in 1945, to an estimated 8,000 level. Although it has gained back considerable since that time, its present figure of 9,915 is still a decline of 3.1 per cent from 1940's population of 10,230, although the present trend is upward.

By mid-1950, the Oxford Paper Company had completed a four-year, $10,000,000 expansion and modernization program, with new coated paper machines; a new bleached sulphate mill for utilizing hardwoods, with which the region abounds, instead of soft woods; a new high-pressure steam boiler and turbo-generator and other improvements. As this book went to press early in 1951, employment at the paper company was at a peak as 24-hour operation turned out the magazine and book paper called for by an insatiable national demand. Oxford's payroll, largest in the area, totals more than $10,000,000 a year at the present time.

HOTEL
HARRIS

*Hotel Harris, Rumford*

In addition to its industrial importance, Rumford is the major business center on the threshold of the great hills and lakes area of Northwestern Maine. Four hard-surfaced highways extend from it into the heart of the Rangeley Lakes and Blue Mountains areas, all running from U. S. Route 2, the major cross-state highway. On the west, in adjoining Newry, Route 26 extends northwestward to Upton, Lake Umbagog and Errol, N. H. From Rumford Point Route 5 extends also northwestward to Andover and South Arm on Lower Richardson Lake. From Mexico, Route 17 passes through

Frye, Roxbury and Houghton to Oquossoc, in the middle of the Rangeley Lakes Region. Also to the east, at Dixfield, Route 142 runs north to Weld and the Mt. Blue State Park area to Phillips on Route 4, main highway to Rangeley from the southeast. Besides Route 2, on the northern side of the Androscoggin River, Route 108 enters Rumford from the southern side, connecting Rumford and the southern bank river towns with Livermore (Androscoggin County). Route 120 also connects Rumford with Milton, North Woodstock and Bryant Pond, on Route 26 to the southwest.

*Rumford Community Hospital*

Its strategic location makes Rumford a commercial and business center for an estimated 25,000 permanent residents of the area, a figure which increases many times from the vacation-travel business from spring to fall. Resorts, summer hotels, youth camps and cottages abound in the entire region of hills, lakes and ponds, all adding to the total volume of business flowing through Rumford's several scores of retail and service establishments. The area also has developed into the most prominent winter sports section in Maine, centered in Rumford. The excellent snow cover and varied hill terrain have been prime factors in developing Rumford's winter sports, climaxed by world title contests of the Federation de Ski (FIS) in February, 1950, when other noted winter sports sections of the northeastern United States were bare of snow. Olympic tryouts also were scheduled for the area early in 1951.

Under the town manager-selectmen form of administration, Rumford has kept its municipal finances on an even keel and has greatly reduced its bonded indebtedness. All municipal services have a high rating. There are more than 1,500 pupils in public schools and more than 700 in two elementary parochial schools. The business community is served by two banks, the Rumford Falls Trust Company and the former Rumford National Bank which became a part of the Casco Bank and Trust Company, Portland, in a major transaction late in 1950. The two Rumford institutions had total deposits of more than $12,000,000, an increase of 50 per cent in ten years.

Eight churches serve the religious needs of the community and a several-weeks' count by the local *Rumford Falls Times* weekly showed 156 different organizations in the news. The Eagles, Elks, Masonic groups, Knights of Columbus, Grange, Lions, Rotary, BPW and League of Women Voters are among the major groups in fraternal, civic, service and cultural interest. The Rumford Community Hospital, which serves all of Northern Oxford County, is rated Class A and the annual fair staged by its Women's Auxiliary is the largest single community event of the year. A Mechanics Institute is important in adult educational programs.

The town was named for Count Rumford, Sir Benjamin Thompson, one of the original proprietors.

STONEHAM—seventeen miles west of Paris, the Town of Stoneham (population 213) has as its major settlement East Stoneham, on Route 5 from Bethel south to Lovell and Fryeburg. It is at the southeastern edge of the White Mountain National Forest park area and the northern reaches of the township contain some of the mountains that form a part of that heavily-wooded region. In 1834 Stoneham was detached from the Fryeburg Academy grant and Batchelder's Grant and incorporated as the 312th town. In 1841 its name was changed to Usher, and two years later the name of Stoneham was adopted. Keewaydin and Virginia Lakes are among a group of ponds in its southeast section, popular with vacationers and campers. Limited farming, lumbering and the tourist business are economic mainstays.

STOW—settled in 1770 as a part of the Pequawket tract, Stow was incorporated in 1833 as the 305th town. It was formed from the Fryeburg addition, Eastman's Grant and Bradley's Grant. The major settlement, Stow, lies just north of North Fryeburg on Route 113, which leads northward to the White Mountain National Forest. The town's population is 147, principally occupied with farming and lumbering. The Cold River system drains the long, narrow township set against the New Hampshire border line next north of Fryeburg.

SUMNER—next northeast of Paris, Sumner (population 524) was settled in 1788 by Charles Bisbee, of Pembroke, Massachusetts. Originally this town was united with Hartford and was called Butterfield. It was incorporated in 1798 as the 120th town. Its present name derives from Governor Increase Sumner. One of the products of the village of East Sumner is long lumber. Both East and West Sumner villages are on Route 219 between North Turner and Greenwood, and a local road leads northward a mile or more to the village of Sumner. North Pleasant and Labrador Ponds are largest of a group in the township, drained by the Nezinscot River West Branch and its tributaries. The township is generally hilly, with farming and lumbering as principal activities.

Sweden—with a population of 209, the Town of Sweden is next northwest of Bridgton (Cumberland County). It constitutes a portion of a 1794 grant to Captain Lovewell's company for services rendered in the Indian wars. The region was first explored in 1784, and was incorporated in 1813 as the 195th town. The chief settlement is Sweden, in the center of the township, which has some long lumber business, and several youth camps. Farming and lumbering are economic mainstays. Keys, Stearns, Black and Webber are in the hilly township, whose peaks rise to nearly 1,200 feet.

Upton—known formerly as the Letter B Plantation, the Town of Upton (population 105) lies along the New Hampshire border, sharing with that State some of the waters of Umbagog Lake. Its major settlement, Upton, is at the junction of Route 26 from Bethel and a local road from Andover along the Ellis River West Branch. This town was incorporated in 1860 as the 406th. The Cambridge River System drains most of the mountainous township into Umbagog Lake just north of Upton Village. B Pond and Rapid River are in its northeast corner, where Lower Dam of the Richardson Lakes chain is located.

Waterford—next west of Norway, and northwest of Harrison (Cumberland County); the village of Waterford lies on the north rim of Keoka Lake. To the south of it lies South Waterford, near the town's southern border, and to the north is North Waterford. Route 35 passes through all three of these communities on its way north to Bethel, passing by Rice's Hill (1,320) at the middle of the township. The various lumber items produced at North Waterford are supplemented by clothes hampers manufactured at East Waterford, on Route 118, connecting those two villages. Waterford Town (population 821) was first settled in 1775, and was incorporated in 1797 as the 110th town in Maine. A part of Albany was added in 1811.

Farming, lumbering and the vacation industry are economic components. The Five, Kegao, Moose, Bear, Long and Pappoose Ponds also are within the township, which is generally hilly and has many brooks and streams. Beech Hill rises to 1520 feet in the northwest section.

Woodstock—the Town of Woodstock (population 966) contains as its principal settlements North Woodstock and South Woodstock, which are connected by Route 26. Bryant Pond, the major settlement, lies at the juncture of Routes 26 and 120, the latter running northward to Rumford Center and 26 coming up from South Paris to Bethel.

Christopher and Solomon Bryant, of Paris, Maine, were the settlers of this area in 1797. The township was first known as No. 3, then as Little's Grant. It comprises two half-townships, one granted by Massachusetts in 1800 to Dummer Academy, the other in 1807 to Gorham Academy. Wooden spools, novelties and toy parts are products of this region. At the north of the town are the two peaks of Spruce Mountain (2,430 and 2,270). The town (Maine's 209th) was incorporated in 1815. Parts were set off to Paris in 1825 and 1880, and Hamlin's Grant and part of Greenwood were annexed in 1873 and 1893 respectively, as well as part of Milton in 1853. Bryant Pond and North Pond are popular vacation spots in this farming and lumbering township.

*Mica Mine, North Waterford*

## Townships and Plantations

Albany—this township, 20 miles west of Paris, was formerly known as the Plantation of Oxford. Settled about 1784, it was incorporated in 1803 as the 143rd town, but in 1937 the organization was surrendered after repeal of the incorporation act. Its principal settlement is Lynchville, on Routes 5 and 35. Some sawmill activity is to be found here, as well as the manufacture of bedslats, birch squares, lawn chairs and flat woodwork. Part of the White Mountain National Forest is in its western section, which area includes Albany Mountain (1900) and Rattlesnake Mountain (1460). Round, Long, Lovejoy and Peabody Mountains are on its eastern side. Songo Pond and Crooked River form its principal watercourse.

LINCOLN—a plantation seventy miles northwest of Paris, Lincoln includes within its boundaries Aziscoos Mountain (3,215) and several mountains over 2,000 feet; and down through the middle of it stretches the southern portion of Aziscoos Lake, one of a long chain of lakes passing through several townships. Its chief settlement is Wilson's Mills, near the New Hampshire border. Route 16 passes northward into the township from Errol, New Hampshire, then leads around the foot of Aziscoos Lake at Aziscoos Dam and northeastward to Cupsuptic Lake and Rangeley. The township was organized under its present name in 1875.

MAGALLOWAY—this plantation is sixty-four miles northwest of Paris and just south of Lincoln Plantation, described above. It contains the northern end of Umbagog Lake, and, farther north, Sturtevant Pond and Sturtevant Stream, as well as Sturtevant Mountain (2,200), and also to the west, Moose Mountain (2,221), and to the north some peaks of 2,200 and 2,300 feet. It is served by a post office in New Hampshire. Route 16, from Errol, N. H., passes through its northwest corner to Wilson's Mills.

MASON—Mason Plantation is 30 miles west of Paris and three and one-half miles southwest of West Bethel Depot, on the Grand Trunk Railway. Settled in 1826, this plantation was incorporated in 1843 from parts of the Fryeburg Academy and Batchelder's Plantation grants, as well as the entire Davis grant, as the 359th town; but the incorporation act was repealed in 1935. Situated in the National Park region, it includes Haystack Mountain (2,160); Butters Mountain (2,260); part of Speckle Mountain (2,877); and, to the north, Tyler Mountain (2,180), Pickett Henry Mountain (2,140) and Pine Mountain (2,000).

MILTON—Milton Plantation, 18 miles north-northwest of Paris, is next northeast of Woodstock. It was organized in 1842, but the organization was surrendered in 1939. Route 120 passes through its northwest corner from Bryant Pond to Rumford Center. Its mountains include Chamberlain (2050); Bryant (1770); Bean (1890); Hemingway (1890); and Zircon (2240), with a lookout station and its famous "Moontide spring."

BATCHELDER'S GRANT—an unorganized township, this stretch of land lies 35 miles west of Paris. It borders on New Hampshire. Its

Peabody Mountain (2,560) and Caribou Mountain (2828) lie in the northeastern and southeastern corners of the area, and Route 113 runs northward through it to Gilead, passing through scenic Evans Notch. East Royce Mountain (3133) is on its western border and Wild River and tributaries drain its mountain slopes.

Letter C—an unorganized township north of Andover, lying at the southern extremity of the Rangeley chain of lakes, contains Elephant Mountain (3900) and other high peaks. Route 5 comes to its terminus here, coming up from Andover and stopping at South Arm, at the southern tip of Lower Richardson Lake. Middle Dam is at the northwest corner, where Lower Richardson flows into Pond In The River and thence through Rapid River to Umbagog Lake. Sporting camps and cottages are located at South Arm and Middle Dam.

Grafton—forty-five miles northwest of Paris and 22 miles from Bethel Hill, this township was settled in 1830 as Holmes. It was organized in 1840, but the organization was repealed in 1919. Its mountains are impressive—Old Spec (4,180) with lookout station and Grafton Notch along Route 26, and Baldpate Mountain (3,812) in particular, along which the Appalachian Trail runs southwestward. Screw Auger Falls and Mother Walker Falls are spectacular canyons just off Route 26.

## Other Townships

Beginning to the north and west of the Town of Andover are a series of mountainous and watery townships, sparsely inhabited, stretching in narrow tiers to the north along the New Hampshire boundary. Andover West Surplus and Andover North Surplus have been mentioned in connection with Andover; also to the west, Grafton Township, with its famous Old Spec Mountain.

Just to the south, between Grafton and Gilead, lies Riley Township (A-1), much of it owned by the International Paper Company, with several mountains around 3,000 feet. North of Andover North Surplus lies C Surplus Township, containing Sable Mountain. Upton, a town to its immediate west, has been mentioned, with its Umbagog Lake, extending westward into New Hampshire and northward into Magalloway Plantation. Thence, running northward are eleven townships, beginning with Magalloway. On the New Hampshire border, these are:

Magalloway—already mentioned.

Lincoln Plantation—at the southern end of Aziscoos Lake.

Parkertown (T. 5, R. 3)—through which Aziscoos Lake continues.

Lynchtown (T. 5, R. 4)—in which Aziscoos Lake merges, via the Magalloway River, into Parmachenee Lake. In this township are Bosebuck Mountain (3,149) and Green Top (2,315).

Parmachenee (T. 5, R. 5.)—containing headwaters of the Magalloway River, with Little Bay Falls, Otter Pond and Wells Pond. Near the south of this township is a 2,720-foot peak, while in its northern half are Rump Mountain (3,647), Ledge Ridge (2,941) and Thrasher Peaks (2,620).

Bowmantown (T. 4, R. 6)—containing Bowman Hill (2,780), Twin Peaks (3,010) and other peaks reaching heights of 3,000 feet, dividing Maine from Frontenac County, Quebec, on all sides. These mountains rise higher to the east, where, coming down the eastern tier of townships, the procession begins with:

Oxbow (T. 4, R. 5)—with peaks of 3,500 and 3,600 feet dividing the entire northern curve from Canada, Cupsuptic Pond and River and the Kennebago Divide, passing over into Franklin County.

Upper Cupsuptic (T. 4, R. 4)—with the same high chain of mountains down its eastern border with Franklin County, terminating at the south with West Kennebago Mountain (3,705) and its lookout station.

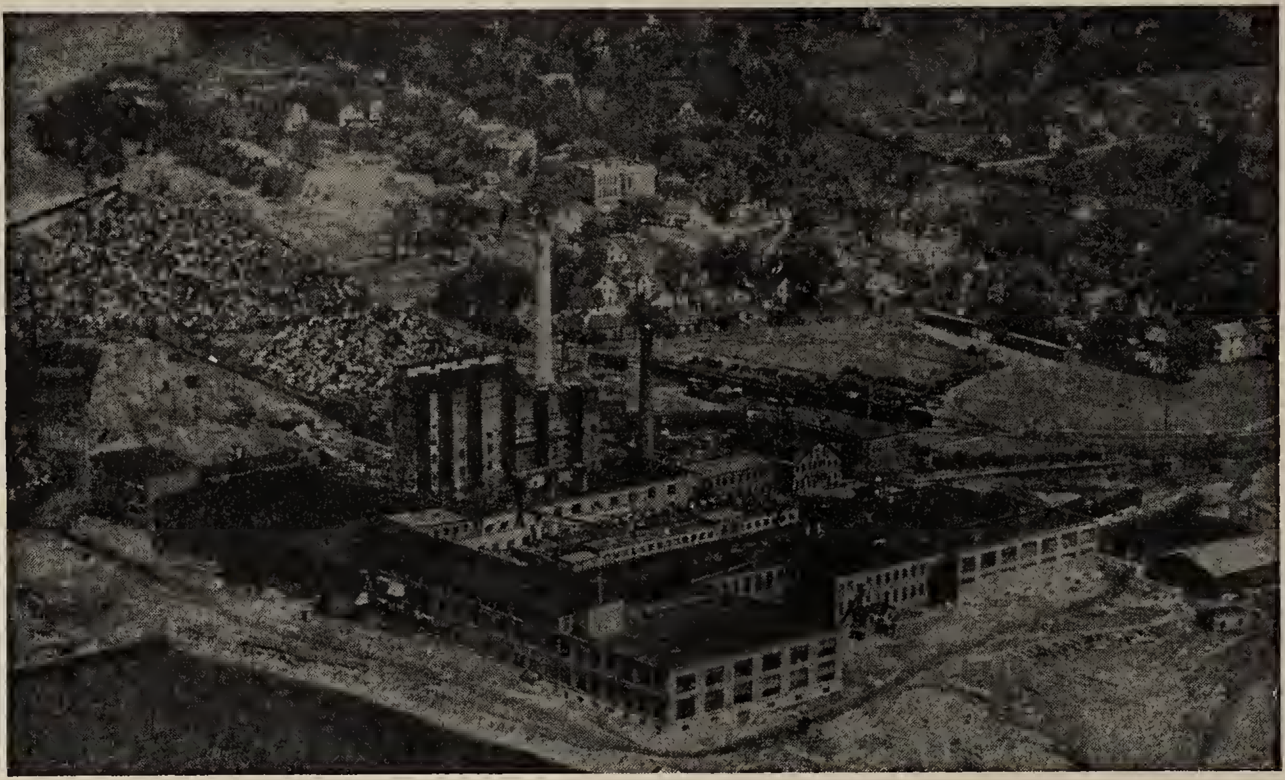
Lower Cupsuptic (T. 4, R. 3)—in the lower part of which begins the Rangeley chain of lakes, beginning with Cupsuptic Lake, most of which is in Adamstown.

Adamstown (T. 4, R. 2)—is traversed by Route 16. It also contains mountains from 2,000 to 2,500 feet in height, and along its eastern boundary the lakes continue, Cupsuptic Lake merging into Mooselookmeguntic Lake, leading over into Franklin County and southward into Richardsontown.

Richardsontown—mentioned above, contains half of Toothaker Island, a big island in the lower portion of Mooselookmeguntic Lake, the southwestern portion of which merges into Upper Richardson Lake at what is called Upper Dam. At the southwestern edge of this township (T. 4, R. 1, by the state number system), Upper Richardson Lake passes through the Narrows, then widens out into Lower Richardson Lake, which is mostly in Township C, mentioned above, terminating at the South Arm and the northern terminus of Route 5. Upper Dam has several cottages and sporting camps, while along the shores of Upper Richardson Lake are several public camping sites.

# PENOBSCOT COUNTY

PENOBSCOT COUNTY, fourth largest in Maine, is a great diversified lumbering, farming, manufacturing and recreational area in East Central Maine, containing 3,408 square miles and bisected by Maine's largest River, the Penobscot. It contains the third largest city in the state, Bangor, the county seat. Its southern and western sections cover important industrial and agricultural areas; its eastern section is mostly rolling farmlands and forests, laced with lakes, streams and brooks; and its northern section extends into the forest wilderness of Northern Maine and Aroostook County, with pulp, paper, lumbering and potato operations, along with hunting and fishing, of major importance.



*Air View of Eastern Corporation Plant, Brewer*

Pulp, paper and lumber are its major industrial components, headed by the largest newsprint mill in the United States, the Great Northern Paper Company, at Millinocket, and the Eastern Corporation fine paper mills at Brewer. Canning and food packing, textile and fiber products, shoes and moccasins, furniture and wood products and printing and publishing are other industrial features.

Some 20 per cent of its area is in farm lands, with about 4,000 farm operations. Potatoes and field crops are the most important agricultural products, followed by dairying, poultry, livestock, wood cutting, vegetables and orcharding.

Recreation and the tourist industry are steadily growing economic factors throughout the County, with fishing, hunting and vacationing increasing along the many miles of highways and among the hundreds of lakes, ponds, streams, brooks and vast forest areas. Consumer spending from this source greatly swells the volume of commerce and service industry income through most months of the year, as well as providing important tax revenues to virtually all communities.

Hub of the County, as well as for Northern and Eastern Maine, is the "Queen City," Bangor, the county seat, at the southern end of the County and at the head of tidewater on the Penobscot, 60 miles from the Atlantc Ocean. An urban, commercial, financial and shopping center for more than half the area of the state of Maine, it is a junction of U. S. Routes One and Two, site of Dow Field, the largest air-base in the Northeast, terminal and junction of the Maine Central and Bangor & Aroostook Railroads and connecting lines and starting point for travel to Aroostook County, Washington County, Mt. Desert Island, Mt. Katahdin, New Brunswick, Nova Scotia, Moosehead Lake and other central and western Maine points.

The site of Bangor, at the junction of Kenduskeag Stream and the Penobscot, was an important Indian village and rendezvous before Champlain landed there in 1604 in his search for the fabulous city of Norumbega, whose streets were reputed by early exploration lore to be paved with gold. Since that time Bangor has passed through some of the most colorful historic periods of any city in Maine, a meeting place of lumbermen, hunters, fishermen, trappers, settlers, traders and mariners of many nationalities. A century ago it was the leading lumber port in the world and decades later still ranked second.

Today Bangor is a beautiful city of modern stores, hotels and offices, with stately residences on wide, shaded streets, with several parks and parkways along the Penobscot River. It is a center of culture, education and religion, with splendid schools of all types, a famous theological seminary, extensive patronage of music and the arts, a leading public library and various museums, theaters and exhibits. Eight miles from Bangor, at Orono, is the University of Maine, with colleges of Arts and Sciences, Engineering, Forestry and Agriculture.

Although Bangor is primarily a commercial center, it has numerous diversified industries, both there and across the Penobscot River in Brewer, products of the two communities including pulp, paper, wood products, tools, machinery, snowplows, stoves, furnaces, building material, metal products, brick and cigars, fish, meat and agricultural packs, clothing, mattresses, sportmen's equipment and furs.

The Bangor Salmon Pool, opposite beautiful Grotto Cascades Park, with a 45-foot, color-lighted cascade, is known throughout the Nation . Here, in April, May and June, 10 to 30-pound Atlantic salmon fight their way up the falls of the Penobscot River to spawn. By custom, the first salmon taken from this pool each year is presented to the President of the United States.

Southwest and northwest of Bangor, main highways fan out into a rolling hill and lake country, where fertile farm lands yield rich harvests of potatoes, hay, fruit, poultry, dairy and cannery products. Many towns in this region contain small industries based on wood products, woolens, leather and metal goods. Such towns include

Hampden, Newburg, Dixmont, Hermon, Carmel, Etna, Plymouth, Glenburn, Kenduskeag, Levant, Stetson, Hudson, Corinth, Exeter, Corinna, Bradford, Charleston, Garland and Dexter. This area contains excellent ponds and streams for bass and trout fishing, with some of the larger lakes containing landlocked salmon. Newport, on the western border of the County, is on the shores of Sebasticook Lake, famous for its bass fishing, and is an important resort center, as well as having a large wood products plant and other industries.

Brewer, across the river from Bangor, is the site of the Eastern Manufacturing Company's pulp and paper plant, producing some of the best-rated bond and fine papers in the industry, and also has many smaller industries, service and trade establishments. Orrington, Holden, Eddington and Clifton, also on the east side of the river, are rural centers for agriculture, lumbering and wood products, besides containing several streams and lakes for fishing and vacationing and hunting.

Immediately north of Bangor are Veazie, site of Maine's first railroad of wooden rails; Orono, with the 500-acre campus of the University of Maine and important small industries; and Old Town, small manufacturing city and site of the Indian Reservation which is the home of the Penobscot Tribe, a fragment of the once-powerful Abnaki Nation. Here, on a large island in the middle of the Penobscot River, which has been spanned by a new bridge, these early Americans still preserve many of their colorful tribal customs and assemble the products of their handiwork. An annual Indian Pageant, with war dances and other ceremonials in full regalia, is a colorful event.

Northeast of Old Town, the towns of Milford, Greenfield, Costigan, Greenbush, Passadumkeag, Lowell, Burlington, Olaman, Enfield and Lincoln are lumbering, agricultural and shopping centers on routes leading to many fishing waters and big game sections of eastern Penobscot County and the northern sections of Hancock and Washington Counties. From Lincoln, Route 16 leads eastward through Lee, Springfield and Carroll to Topsfield and Vanceboro in northern Washington County, crossing many streams and bordering lakes and forests famous for fishing, hunting and scenic beauty.

Sysladobsis Lakes are reached from Springfield over a good road to the shore of the Chain Lakes area, which is the northern group of the Washington County's Grand Lakes chain. This road, skirting Dill Ridge Mountain, leads to a wild lake country affording canoe trips of unusual interest, many camping places and excellent fishing for salmon, trout, togue and pickerel.

Winn and Mattawamkeag, also on the east side of the Penobscot above Lincoln, are gateways to some of the best bass and trout fishing waterways in the State. In the eastern section of the County are the agricultural and lumbering communities of Prentiss, Drew, Kingman and Webster Plantation.

Northwest of Old Town, on the west side of the Penobscot, are the farming and lumbering communities of Alton, Argyle, LaGrange, Edinburg, Maxfield and Howland, the latter at the confluence of the Piscataqua and Penobscot Rivers and an industrial and agricultural village, with pulp, wood products and paper mills. North of Howland is Seboeis, on South Branch Lake, and a lake, stream and mountain country extending to Seboeis Lake in Piscataquis County, an area containing some of the largest smallmouth black bass in the State, as well as other fighting fish in the lakes and streams. In this section also are Woodville and Chester, farming, lumbering and summer camp communities on the west bank of the Penobscot River.

*Hardwood Turned and Shaped Products of the Brewer Manufacturing Company of Old Town*

From Mattawamkeag, Routes 11 and 157 lead northwest through Medway and East Millinocket to the Town of Millinocket, where the big mills of the Great Northern Paper Company are located. These towns also are the gateways to Norcross, departure point for the Twin, Pemadumcook, Nahmakanta, Jo-Mary and Millinocket Lakes of the West Branch Chain and the Katahdin area, while the East Branch region is reached via Route 11 from Medway to Grindstone, Stacyville, Sherman Station, Mount Chase and Patten and the Shin Pond Region. From Shin Pond northward is the large, lake-studded area of Northern Penobscot County, which includes Grand Lake Mattagamon, Scraggly, Snowshoe, Grand Lake Seboois, and a number of mountain areas. A CCC-built gravel road runs from Shin Pond to Trout Brook Farm on lower Mattagamon Lake and crosses into Piscataquis County, where it skirts the northern end of Baxter State Park to a location near Burnt Mountain, within the park area.

This northern Penobscot region long has been famous among hunters, fishermen and campers. It is noted for its fighting fish and big game and is spectacular for its wilderness aspects. From this section the northern part of the County extends into the vast roadless wilderness of north central Aroostook County.

Penobscot was the ninth County incorporated in the state, in 1816, and was the last before the separation from Massachusetts. Originally a part of Hancock County, it has three cities, 51 towns, and 10 organized plantations. Its 1950 population was 107,272, a 10.5 per cent gain over 1940.

### Scenic Routes

Route 2 (from Skowhegan): Newport, East Newport, Etna, Carmel, Hermon, Bangor, Orono, Old Town, Costigan, Greenbush, Olamon, Passadumkeag, West Enfield, Lincoln, Winn, Mattawamkeag to Macwahoc (Aroostook County).

Route 15: Bangor, Kenduskeag, East Corinth and Charleston to Dover-Foxcroft and Moosehead Lake (Piscataquis County).

Route 155: Orono to Alton, LaGrange and Milo.

Route 9: (Airline Road), Brewer, Eddington, East Eddington and Clifton to Amherst and Calais (Washington County).

Routes 202 and 9: Bangor, Hampden, Newburg, Dixmont to Augusta (Kennebec County).

Route 7 (from Belfast): Dixmont, Plymouth, East Newport, Newport (Jct. Route 2), Corinna and Dexter to Dover-Foxcroft (Piscataquis County).

Route 116: Junction Route 155, Argyle, Howland, Chester, Woodville, Pattagumpus to Medway.

Route 157: Mattawamkeag, Medway Millinocket to Baxter State Park (Piscataquis County).

Route 11: Mattawamkeag, Medway, Grindstone, Stacyville, Sherman Station, Patten to Ashland (Aroostook County).

Route One (from Winterport): Hampden, Bangor, Brewer, to Holden and Ellsworth (Hancock County).

PANORAMIC VISTA POINTS: Charleston, Route 15. Brewer, Route One. Hampden Highlands, Route One. Penobscot Valley Country Club, Bangor, Route One. Also many mountains, hills and summits.

WATERFALLS: Penobscot Falls, Bangor. Grotto Cascades Park, Bangor.

PROMINENT LAKES AND PONDS: Chemo Pond, Eddington-Bradley. Cold Stream Pond, Enfield. Grand Lake Mattagamon, T. 6, R. 8. Grand Lake Seboois, T. 7-8, R. 7. Jo-Mary Lakes, Norcross (Indian No. 4). Junior Lake, Lakeville-Whitney. Katahdin Lake, T. 3, R. 8. Mattamiscontis Lakes, T. 3, R. 9-T. 4, R. 9. Mattanawcook Ponds, Lincoln. Millimagassett Lake, T. 7, R. 8. Pushaw Lake, Orono, Glenburn, Hudson and Old Town. Saponac Lake, Grand Falls-Burlington. Scraggly Lake, T. 7, R. 8. Sebasticook Lake, Newport. Shin Ponds, T. 5, R. 7-Mount Chase. South Branch Lake, Seboeis (T. 3, R. 8). Sysladobsis Lakes (Upper and Lower), Lakeville (T. 4, R. 1). Twin

Lakes (North and South), Norcross (Indian No. 4 and No. 3). Wassookeag Lake, Dexter.

Prominent mountains (with Maine Forestry Service fire lookout towers): Daicey Mountain, T. 3, R. 7; Dill Ridge Mountain (948), Lakeville; Horse Mountain, T. 6, R. 8; Mattamiscontis Mountain (1400), T. 3, R. 9; Mount Chase (2440), Mt. Chase; Passadumkeag Mountain (1463) Grand Falls; Ragged Mountain, Indian No. 4; Spoon Mountain, T. 8, R. 7.

### Recreational

Swimming: all lakes, ponds and streams. Local facilities.

Fishing: salmon, trout, togue, perch, bass, pickerel. (Cf. annual official booklet of Department of Inland Fisheries and Game.)

Atlantic salmon: Bangor Salmon Pool.

Canoeing: All lakes, ponds and streams. Popular trips: West Branch (below Ripogenus Dam to Millinocket Landing or Norcross. East Branch, Northeast Carry (Moosehead) or Chesuncook Dam to Grindstone. Guides required.

Golf: Bangor, Meadowbrook Golf Club (9-32); Penobscot Valley Country Club (18-72). Millinocket, Hillcrest Country Club (9-33).

Tennis: Various resorts, hotels and country clubs.

Fish hatcheries: Enfield. Feeding stations, LaGrange and Newport.

Hiking and mountain climbing: local trails and roads throughout County.

Bear Mountain (740), Lakeville, south of Dill Ridge Mountain, off Route 16 from Springfield. Trail, 2.5 miles; ascent, one hour; descent, 45 minutes.

Dill Ridge Mountain, Lakeville, off Route 16 from Springfield. Trail, 2.5 miles; ascent 1.5 hours; descent, one hour; fire lookout tower.

Race tracks: Bangor State Fair Grounds.

Public parks: Bangor, several general and leisure parks in addition to Grotto Cascades Park. Other local parks and commons.

Camp sites (cf. Maine Camp Sites folder of Maine Forestry Service, also official State Highway Map): subject to change.

Yachting and sailing: Penobscot River. Bangor Yacht Club.

### Cities

Bangor—Champlain was searching for the fabulous city of Norumbega, whose streets were "paved with gold," according to the fanciful tale of an early traveler, when he arrived in 1604 at the confluence of the Penobscot River and Kenduskeag Stream. His search was three and one-half centuries too soon. Today, on the site of the busy Indian village he found on the pine and oak-shaded shores, Champlain would see the modern City of Bangor, third largest in Maine, through which most of the wealth and production of the northern and eastern sections of Maine is funneled.

Here he would find a busy manufacturing, trading and residential center of 31,473 population, a steady gain of 5.5 per cent over the past decade, still expanding into suburban areas over wide, metropolitan streets and avenues; a city of modern department stores, wholesale centers, banks, schools, public buildings and the other major facilities which make American cities "fabulous" in the panoramic records of civilized man; the last great American city on the outpost of the northeastern North American Continent; a city in which the two great highways of the United States, Routes One and Two, converge; with the deep-channeled Penobscot River opening onto the Atlantic Ocean and the ports of the world; and with one of the largest airports in Maine, Dow Field.

PRESENTED TO THE
CITY OF BANGOR
BY LUTHER H PEIRCE

*River Drive Memorial, Bangor*

Most important of all, the explorer would find a citizenry deeply rooted in the achievements of the city's fabulous history, for, three-quarters of a century ago, it was the greatest lumber and shipbuilding port in the world; yet with civic sights fixed on major projects of city beautification, economic expansion and cultural and education intensification.

Following Champlain's visit, and as the white men gradually took over the centuries-old settlements of the Indians, French traders established a fort at Norumbega near the mid-17th Century. English settlement dates from 1768, up to which time names of the location were variously given as Condeskeag, Kenduskeag, Kadesquit and Kenderquit. Jacob Buswell of Salisbury, Massachusetts, led the first English settlement party and the name Kenduskeag Plantation was used until 1787, when it was called Sunbury. In 1791, when the Rev. Seth Noble presented the petition for incorporation as the 73rd town to the General Court in Boston, a misunderstanding with the registration clerk resulted in the name Bangor, title of an old hymn, being placed in the petition, instead of Sunbury.

From 1800, except for the War of 1812, during which, in September, 1814, the British plundered and pillaged the town, Bangor prospered as a lumber export town. The real boom started about 1830 and within four years the population trebled as the great pine forests along the Penobscot River and its branches yielded to the axemen and river drivers. Bangor's mills converted the immense numbers of logs into lumber, clapboards, laths, shingles and staves. The peak of this development was reached in the 1850's, although, in the 1860's and 1870's, Bangor still was second only to Chicago in world lumber shipments. The all-time peak year of lumber shipments for Bangor is reported to be 1872, when nearly a quarter-billion board feet were processed.

During the boom years beginning in 1830, Bangor attracted national attention as land speculation reached its height and gamblers and adventurers were attracted from the corners of the globe. From spring to autumn, its river harbor was a "forest of masts" as schooners and full-riggers jammed the wharves and anchorage for lumber cargoes destined for the Seven Seas. One record states that some 700 ships and vessels of all sizes were anchored off Bangor at one time.

Chartering and incorporation as a city came in 1834 and, in 1846, according to Henry Thoreau, who briefly described the city, it had a population of 12,000 and still was "hewing at the forest (Northern Maine wilderness) of which it is built." Although the peak years of lumbering passed in the last quarter of the last century, as the supply of pine became depleted, the logging of spruce and other tree varieties for lumber and pulpwood still has remained a major activity. Some second- and even third-growth soft lumber and presently hard wood varieties, still are feeding the wood products industries of the region, centered in Bangor. Another industry, which flourished from 1840 until the first quarter of the present century, was the cutting and shipping of Penobscot River ice.

In the meantime, many stately homes and mansions were established along broad streets and avenues and one 100-acre section, south of State Street, was laid out by Charles Bulfinch, noted Boston architect. One of the greatest disasters in the city's history was the $3,000,000 fire which laid waste much of the business district in 1911.

Bangor's strategic location makes it a focal commercial, banking and distribution point for a hinterland trading area of ten times its resident population, extending from the Penobscot Bay area to Fort Kent on the northern, and Calais on the eastern, borders of the State. An income of more than $60,000,000 for its citizens in 1945 ranked the city in eighth place in the entire Nation for per capita income. Its retail trade volume has increased more than 25 per cent in the past 15 years. It has more than 1,000 retail establishments, nearly

100 wholesale firms and more than 400 professional offices. Its five banks have total resources of more than $100,000,000.

Where once lumber and paper overshadowed all other production in the Bangor area, industry is now greatly diversified and this trend is accelerating. More than 70 manufacturing plants of all sizes produce pulp, paper, wood products, lumber, tools, machinery, stoves, furnaces, building material, brick, cigars, candy, fish products, meat and agricultural packs, clothing, mattresses, sports equipment, furs, printing, bakery and beverage products, shoes, moccasins and fertilizers.

The shoe and leather industry in recent years has become one of the most important, with seven plants employing more than 1,000 persons, giving Bangor the greatest concentration of moccasin production in the country. The bulk of this work is hand sewn. Total value of all production in the Bangor area is estimated at more than $200,000,000.

Following World War II, Bangor made rapid strides in new commercial and residential construction, although, as in other Maine cities, the latter has not been able to catch up with the constantly growing demand. One of the largest construction projects completed in the past several years is the warehousing and wholesaling center built by the city's two largest wholesale establishments, Rice & Miller and T. R. Savage Company, on the western outskirts of the city, complete with railroad sidings and truck terminal facilities. A new four-story department store and several large supermarkets, plus many garages, small plants and service establishments also have added to the impressive new construction records of the past five years. Freese's department store in Bangor is rated as the largest in the State of Maine.

Long known for the excellence of its school plant to care for more than 6,500 pupils, Bangor High School, John Bapst High School (Catholic), Garland Street and Fifth Street Schools (junior highs) are among the most modern in Maine. The Maine School of Commerce trains 300 students in the most modern business school building in Maine and the roster of private schools includes Bangor Theological Seminary, oldest institution in Bangor and the only one of its kind in Northern New England. It was incorporated as the Maine Charity School in 1804.

Bangor's Public Library, one of four in the city, has a rating comparable to cities ten times its size, both as to per capita readership records and endowment, which are the highest in Maine. It lists 240,000 volumes. The Bangor Theological Seminary Library has 42,000 volumes, the Penobscot Bar Library, 8,500 volumes; and Bangor High School Library, 5,200 volumes. Bangor has no less than 47 churches of all denominations and a population which is 84.7 per cent native-born, with predominating national derivations of English, Irish, Scotch and French Canadian. The two largest hospitals are the Eastern Maine General and the Bangor State Hospital (mental). Other smaller hospitals are the Bangor Sanatorium, Bangor Osteopathic Hospital and the Gay, Paine and Stinson Private Hospitals. The city also has a dozen large and small hotels, besides many tourist inns and guest homes. All such facilities make Bangor the most important economic, educational, health and cultural center in northern and eastern Maine, and also headquarters for nearly all major civic, social, service and fraternal organizations.

Bangor adopted the city manager-council form of government in 1932. It has a municipally-owned asphalt plant and recently completed a street resurfacing program covering most of the city's streets. With a borrowing capacity of $1,400,000, it has less than half that amount in bonds outstanding. In 1949 it retired the last of all old issue bonds, dating as far back as 1900.

With a system of 15 modern parks and many playgrounds, Bangor employs a fulltime recreational director and recently has been expanding its leisure-time activities program. Just below the "falls" of the Penobscot mentioned by Champlain, is the famous Bangor Salmon Pool of the Penobscot River. It is the only fishing spot of its kind in the country within a city's limits, yielding Atlantic salmon.

From its location, Bangor is a natural transportation center by land, sea and air. The Maine Central Railroad operates through main line service connecting Bangor with all points in the United States and also to Nova Scotia and New Brunswick, Ellsworth (for Bar Harbor), Eastport and Calais. The Bangor and Aroostook Railroad, with headquarters in Bangor, operates into the great agricultural and lumbering regions of Aroostook, Piscataquis and Northern Penobscot Counties and connects with its modern ocean terminal at Searsport, 30 miles to the south on Penobscot Bay (Waldo County). It carries an enormous tonnage of potatoes, lumber, pulp and paper out of the territory, bringing in oil and fuel, fertilizer and foodstuffs. The two railroad lines connect at Northern Maine Junction in Hermon, next west of Bangor.

The Bangor Hydro-Electric Company, also centered in Bangor, provides power over far-flung distribution lines to central, eastern and northeastern Maine, with dams and power plants principally on the Penobscot and Union River systems. Motor bus lines also operate out of Bangor to all points in the vast northern Maine area reached by highways, while more than a score of large and small truck transport lines also use Bangor as a base for operating through the same area and to Southern New England and the Maritime Provinces.

Because of its transportation facilities and geographical location, Bangor also is an important tourist center, both for the great recreational area northwest, north and east, and also for the more than 50 lakes and ponds and many times that number of rivers and streams within a short radius. A year-around office of the Maine Publicity Bureau is maintained in the center of the city, which also has one of the most active and progresssive Chamber of Commerce organizations in the State.

Bangor's position in Maine history is richly established with a long series of "firsts." Its many points of historic and scenic interest, parks and monuments include the home of Hannibal Hamlin, Vice President of the United States under Abraham Lincoln. The glamour of its river-driving heyday has been captured in Ben Ames Williams "The Strange Woman," recently made into a motion picture.

Bangor is today not the Norumbega of Champlain's and others' imaginations. But to Maine people of the 20th Century, it is a "modern Norumbega," with a fabulous past and a future paved with sound visions of even greater prosperity, both of material wealth and cultural development. Its citizens have good and sufficient reasons to be proud of its traditional appellation: "The Queen City of the East."

*Eastern Corporation Plant, Brewer*

Brewer—on the eastern side of the Penobscot River, opposite Bangor and included in the Port of Bangor, Brewer is a residential, industrial and commercial city of 6,817 population, a gain of 4.7 per cent over 1940. It is an important segment of the Bangor economic area. The largest of its score of industries is the Eastern Corporation, one of Maine's largest manufacturers of fine papers. Other products include barrels, paper boxes, brick, iron and brass castings, boats and canoes, printing, wood products and lumber. It has several scores of retail and service establishments, seven churches, excellent school system, two libraries, a city manager-council administration and a record of civic progress rivaling that of its "big sister" city across the river.

Routes One, 9 and 15 and the Maine Central Railroad cross the Penobscot River from Bangor to Brewer and efforts of many years to obtain a modern highway bridge connecting the two cities appeared early in 1951 to be culminating successfully.

Brewer was settled in 1770 and set off from Orrington and incorporated the 190th town in 1812, named for John Brewer one of the original settlers. Parts of Orrington, Dedham and Bucksport were annexed in 1841 and a part set off to Eddington in 1846. Part was set off to form Holden in 1852 and a part set off to Eddington in 1855. It was incorporated a city in 1889 and adopted the city manager-council charter in 1931. Its charter was again revised in 1935. South Brewer, on Route 15, near the Orrington (next south) boundary, is a secondary village section.

*Old Town Canoe Company's 18-Foot Guide Model in Manufacture*

The present size and shape of common building bricks is said to have orignated in the Brewer kilns on the Penobscot River banks and some of these were used in the construction of Fort Sumter. Wooden shipbuilding also was once a major industry, along with ice harvesting and shipping. It still has several historic homes and mansions, including the Joshua Chamberlain House, home of the famous Maine general who won fame at Gettysburg and later was Governor of Maine (1867-71) and president of Bowdoin College (1871-83).

Old Town—Old Town is an industrial, commercial and farming city of 8,256 population on the west bank of the Penobscot, 12 miles north of Bangor. It contains the largest Indian reservation in New England, that of the Penobscot Tribe of the Abnaki Indians. This is situated on large Indian Island in the Penobscot River, which a bridge, completed in 1950, connected for the first time in history with the mainland. Large Orson Island, northwest of Indian Island, as well as all islands in the Penobscot River between the Old Town-Milford Bridge and Mattawamkeag Point, 40 miles north, also are parts of the Penobscot Indian Reservation.

Old Town's city center is situated on Marsh Island, formed by the Stillwater River on the west and the Penobscot. The southern section of this island is within Orono's township limits and contains the University of Maine campus (see Orono, below). Pushaw Stream drains the northwestern section of the township and Mud Pond and part of Pushaw Lake, with large Pushaw Bog, also are within the western limits of Old Town.

Old Town was the northern terminus of the Bangor and Old Town Railroad, the first in Maine, built in 1836, to connect the county seat and Great Works, an iron works, which is now a village section in the southern part of the city, opposite Bradley.

Woolens, wood products, machinery and parts, moulded pulpboard, caskets, lumber and shook, moccasins and shoes, canoes and boats, cosmetics and toiletries, paper pulp, printing and bakery and confectionery products are among the more than a score of items manufactured here. More than 100 retail, service and professional establishments also make a busy area economy. Two branch banks, a public library, a high school, and several hotels and restaurants, as well as a weekly newspaper, the *Penobscot Times,* also are located here and there is an active Chamber of Commerce and a modern airport.

Old Town was settled in 1774. It was set off from Orono and incorporated in 1840 as the 350th town. Parts of Argyle were annexed in 1843 and parts of Alton taken in 1863 and 1871. Parts of Hudson and Glenburn were annexed in 1929. It was incorporated a city in 1891. It adopted the city manager-council administration in 1935.

## Towns

ALTON—situated on the Bangor and Aroostook Railroad, 23 miles north of Bangor, the Town of Alton was incorporated in 1844 as Maine's 363rd town. It was formerly a part of Argyle after the region was first settled in 1810. Parts of Alton were set off to add to the size of Old Town in 1831 and again in 1863. The village of Alton, situated in the eastern part of the township, lies between Costigan Brook and Birch Stream and near Hatch Pond. Much of the town is covered by marshy areas; in fact, 10,413 of a total 27,588 are bog land. Long lumber is a major product. The population in 1950 was 314. Alton village lies on Route 155 from Old Town to Milo. Dead Stream drains the western section of the township into Pushaw Lake in Hudson, to the southwest. Pug and Pickerel Ponds, Murch Ridge and Porcupine Ridge also are in the township.

Bradford—incorporated in 1831 as Maine's 292nd town, Bradford (population 795) lies 20 miles north-northwest of Bangor. Formerly known as Blakesburg, it was first cleared of forest in 1803 by James White and Robert Marshall, who came from Thomaston. In 1820 it became an organized plantation. Lumber is its major product. The settlement of Bradford itself lies in the western edge of the town, with Bradford Center at about the center, as its name implies. The town borders on Piscataquis County to the north. From Bangor, Bradford is reached by Routes 15 and 221. To the north of the township is North Bradford.

Bradford has a high school and public library. Its major watercourses are Mohawk and Dead Streams, Forbes, Logan, Greenland, Beaver and Bear Brooks. Farming and lumbering support a dozen retail and service establishments.

Bradley—eleven miles northeast of Bangor, along the east bank of the Penobscot River, opposite Old Town, the Town of Bradley has a population of 795 persons. It was incorporated in 1835 as the 323rd town. Formerly it was designated as 4 OIP EPR. Originally settled in 1817, it has been chiefly concerned with lumber, boxboards and pulpwood production. It annexed a gore in what is now its southern portion, bounded by Eddington and Clifton. The major settlement is also called Bradley.

Route 178 from Brewer is its major highway, along the Penobscot east bank. Chemo Pond is on its southern boundary, outletting into the Penobscot through Blackman stream. Great Works Stream, Boynton, Baker and Saddleback Brooks are other watercourses in the heavily-wooded township.

Burlington—incorporated in 1832 as Maine's 302nd town, Burlington (population 433) has as its principal village Burlington, which is on Route 188 from Saponac to Enfield. From Bangor, it is reached by Route 2, northbound, to West Enfield, where the connection is made with Route 188. Burlington is a heavily-wooded township, with considerable swamp area. On its southern boundary is Saponac Pond. Eskutarsis Pond and Stream and Little Eskutarsis Pond are in its northwest section. Madagascal Pond is in the northeast corner. Madagascal Stream and several brooks also are among the township's watercourses. Hathaway Ridge (608) and Peaslee Hill (790) are principal elevations.

Carmel—situated on the Maine Central Railroad, fourteen miles west of Bangor, along Route 2, the village of Carmel forms the principal settlement of the town of the same name. The township's population is 994. This town was established in 1811, Maine's 186th. The region was originally settled in 1798. In 1866 a part of Etna was annexed. At an earlier period the town was designated as 3R2 NWP. It is a farming and lumbering town and has a high school and library, plus a score of small businesses.

Charleston—Charleston was settled as early as 1795, but was not incorporated until 1811, when it was named New Charlestown and incorporated as the 180th town. The change in name occurred in 1827, the community's tax act, adopted February 24, that year, bearing the name "New Charleston." Its population is 773. Its two major settlements are Charleston, in the north-central portion, lying along Route 15 from Bangor to Dover-Foxcroft, and West Charleston, on an offshoot from the same state highway. A magnificent panorama of the Katahdin Region is obtained from Route 15 through this farming and lumbering town, which is the site of Higgins Classical Institute. Potatoes and poultry are the major farm products.

Chester—a town on the west bank of the Penobscot, Chester (population 256) lies in the mid-portion of Penobscot County, on Route 116 from Howland to East Millinocket. Originally settled in 1823, it was incorporated in 1834 as Maine's 316th town. It was previously known as Township 1R8 NWP. Lumber and spool bars have been its major products. The last river ferry in Maine in 1950 here was being replaced by a bridge connecting Chester and Lincoln Center. It is a farming and lumbering township, with considerable swampland. Ebbhorse and Medunkeunk Streams are its principal watercourses.

Clifton—lying due east of Bangor, and bordering on Hancock County to the east and south, the Town of Clifton (population 192) is cut through by Route 9, the "Air Line" Road, which passes through the major settlement, also called Clifton. By Route 180 the traveler may reach Ellsworth to the south. The village of Clifton is rimmed by lakes, the largest of these being Chemo Pond, in the northwestern portion of the township. Here and there throughout the township are small mountain peaks, rising to heights of 700 and 800 feet and more above sea level. Settled in 1812, this township was incorporated in 1848 under the name of Maine, the 378th town in the District. The name Clifton was adopted in 1849. It was also formerly called Jarvis Gore and simply by the practical name of "the Gore East of Brewer."

Other named ponds in the township are Spectacle, Fitts, Parks, Cedar Swamp, Cranberry and Hopkins Ponds, the latter on the eastern boundary with Mariaville (Hancock County). Bradbury, Intervale and Goodwin Brooks are among its dozen watercourses.

Corinna—situated on the Maine Central Railroad, 25 miles west-northwest of Bangor, the Town of Corinna (population 1,716) is known for its different lumber products, including shingles. There is also some pea, bean and corn canning and frozen food preserving. Corinna, the village, is connected with Bangor by Route 222, with Dover-Foxcroft and Newport by Route 7, and with Old Town by Route 43. North of the village is Corundel Lake, where the Sebasticook River East Branch widens out before passing through the village. Settled in 1815, this town was incorporated in 1816 as the 220th.

Farming and lumbering are economic mainstays, with potatoes the chief crop. The town has more than a score of business establishments, a library of 30,000 volumes and is the site of Corinna Academy. Weymouth and Mower Ponds are in the northwest corner.

Corinth—the town of Corinth (population 1,073) is situated in southern Penobscot County, its major settlement, East Corinth, being about 20 miles northwest of Bangor, on Routes 15 and 43. East Corinth is known for the production of laths, shingles and crating materials. Corinth was settled as early as 1794, the land being granted at an early period to John Peck. As a plantation, it bore the name of Ohio, then that of New Ohio, until it was incorporated in 1811 as the 185th town. West Corinth is a village in the southwestern part of the township, situated along the road from Kenduskeag to Exeter Mills. Corinth is a farming and lumbering town, with a dozen small businesses and East Corinth Academy.

Dexter—the Maine Central Railroad passes through the village of Dexter, which lies about 40 miles west-northwest from Bangor and is the major settlement of the Town of Dexter (population 4,016), originally settled at the beginning of the nineteenth century and named after Samuel Dexter. This town was incorporated in 1816 as Maine's 217th town. It was chartered as a city in 1895, but the legislative act creating the city form of government for it was rejected by voters at the polls.

At Dexter village are some woolen and yarn manufacturing activity, and here the Fayscott Corporation makes machinery. Wool, rayon, cotton and nylon automobile fabrics are also produced here by Park and Barstow, Inc. Maine Plastics, Inc., makes plastic castings, and George H. Hall and Sons, Inc., produce canned string beans and corn. Dexter lies on Routes 24 and 7, and is 13 miles from Dover-Foxcroft, across the Piscataquis County border. Farming, lumbering, canning, and manufacturing support several scores of business establishments. Lake Wassookeag is west of the town center and the *Eastern Gazette* is its weekly newspaper.

Dixmont—originally a Bowdoin College grant, Dixmont (population 633) was known as Collegetown for a considerable period after it was settled in 1799. It was renamed after Dr. Dix, one of two early purchasers of the area. In 1807 it was incorporated as the 167th town. Its chief settlements are Dixmont, North Dixmont and Dixmont Center. At Dixmont village there is some lumber business, and barrels and shingles have been some of the area's leading products. The village, 20 miles west-southwest of Bangor, lies in the southwestern corner of Penobscot County, and both Dixmont and Dixmont Center are on Route 9 from Unity to Hampden. Route 7 passes north and south through Dixmont village from East Newport to Belfast, while Route 143 begins at Dixmont Center and goes north to Stetson, Exeter and Garland, rejoining Route 7 on the way to Dover-Foxcroft. Farming and lumbering are principal activities.

East Millinocket—originally settled as a part of Township A, R.7, W.E.L.S., East Millinocket (population 1,358) was incorporated in 1907 as Maine's 472nd town. The principal settlement, also known as East Millinocket, lies on Route 157, Mattawamkeag to Millinocket and Baxter State Park, with its legendary Mount Katahdin, in neighboring Piscataquis County. The Great Northern Paper Company employs between 400 and 450 people at its plant here in the production of newsprint. On the West Branch of the Penobscot, East Millinocket lies just below a great artificial reservoir, Dolby Flowage, created for water power development and pulpwood gathering on the West Branch of the Penobscot River. Limited farming and lumbering support a score of small businesses. The town also has a high school and library.

Eddington—situated five miles northeast of Bangor, the Town of Eddington (population 661) was in incorporated in 1811 as Maine's 183rd town. Dating back to 1787 in its settlement, it was part of an area granted by the Massachusetts General Court to Jonathan Eddy and others, to be used by refugees from New Brunswick following the Revolutionary War. In 1823 it annexed a part of Jarvis Gore, and in 1846 and 1855 it annexed portions of Brewer. Eddington, the principal settlement, on the east bank of the Penobscot River, lies on Route 9, the "Air Line" Road and Route 178, following the river's east bank from Brewer to Milford. Farming, lumbering and several small businesses are economic components. East Eddington village is at the junction of Route 175 with 9, on Davis Pond at the eastern end of the township. Part of Chemo Pond is on the northeast boundary.

Edinburg—settled in 1827, the Town of Edinburg (population 37) was incorporated in 1835 as Maine's 321st town. Approximately one-third of the land is swampland, almost uninhabitable. Next south of Howland, on the west bank of the Penobscot River, Route 116 runs along the river bank. Hemlock Stream and Hoyt and Pollard Brooks are its watercourses.

Enfield—incorporated in 1835 as Maine's 320th town, Enfield has a population of 1,096. It is situated 35 miles north of Bangor. On the Maine Central Railroad, its leading settlement is chiefly concerned with participation in the pulp production and wood products activities of the entire region. A little to the east of the village is large Cold Stream Pond, a popular fishing and hunting area. The Penobscot River is its western boundary, on which West Enfield is situated, and connected by a bridge with Howland. Route 2 passes through West Enfield, and Route 11 runs northward from Enfield village to Lincoln and also connects Enfield and West Enfield. From Enfield village, Route 188 leads southeast to East Lowell, Burlington, Saponac and Nicatous Lake.

Etna—the principal village in the Town of Etna (population 454) is also named Etna, and is situated on the Maine Central Railroad 17 miles west of Bangor. It is a crossroads for Route 2, running westward from Bangor to Rumford, and Route 143, going north from Dixmont Center to Exeter. This town area was first settled in 1807 by Phineas and Benjamin Friend, and was known as Crosbytown after its proprietor, John Crosby, of Hampden. It was incorporated in 1820, at the beginning of Maine's statehood, as the 235th town. It was originally a Bowdoin College grant. Almost immediately after its incorporation as a town, its name became Etna. Farming, lumbering, summer camping and the tourist business are its principal activities. Etna Pond is in its northeast corner and large Etna Bog is in its southeast section. Most of the township is heavily wooded.

Exeter—settled in 1801 by Lemuel Tozier and a group who came from Exeter, New Hampshire, whence it derives its name, the Town of Exeter (population 733) was originally granted to Marblehead Academy. Prior to its incorporation it was known as Blaisdelltown. It was incorporated in 1811 as the 179th town. Its major activity today is the preparation of shelled peas and beans, although formerly it produced novelties in wood. It is connected by Route 43 with Old Town, and by Routes 143 and 222 with Bangor, 20 miles to the southeast. Farming, lumbering and food processing are its principal activities.

Exeter Center, Exeter Corner, Exeter Mills and South Exeter are its village sections. French Stream, Allen Stream and Footman Brook are its major watercourses.

Garland—situated 25 miles northwest of Bangor, the village of Garland is the leading settlement of the town of the same name, incorporated in 1811 as the 181st town. The township's population is 581. Settlement of the area dates back to about 1802. Garland is near the headwaters of Kenduskeag Stream, which flows southeastward from here to a junction with the Penobscot at Bangor. The village connects through Routes 94 and 43 with Old Town and through Routes 143 and 222 with Bangor. Garland is a farming and lumbering town, with several high elevations, including High Cut Hill (955) and Hatch Hill (840), both in the northeast corner of the township.

Glenburn—at the center of this town is its major settlement of the same name, connected by Routes 221 and 15 with Bangor and Brewer. It was originally settled as Dutton about 1805, but in 1822 was incorporated as Maine's 246th town. The name Glenburn was adopted in 1837. A part of the town was separated to form a part of Kenduskeag in 1852, and a further portion was taken away to be added to Old Town in 1929. Pushaw Lake stretches along its eastern border. Farming, some lumbering and summer camping and vacationing are its chief activities.

Greenbush—situated on the eastern bank of the Penobscot, the Town of Greenbush (population 477) is bisected by Olamon Stream.

It was originally settled in 1820, and was incorporated in 1834 as Maine's 317th town. The principal settlements are Greenbush and Olamon, both along Route 2. To the south and east is Cardville, connected with Route 2 by a side road. Sporting camps, farming and lumbering are activities in the swampy brook-laced township.

GREENFIELD—situated 30 miles northeast of Bangor, Greenfield is the chief settlement of the town of this name, next east of Milford and Greenbush. Lumbering is its major activity. It was settled about 1812, and the town was incorporated in 1834 (Maine's 310th). At one time the township was known as Olamon. More than one-tenth of the area of this township is marshy land, unsuited for habitation. The population is 88. It has two sporting camps. The local road from Costigan leads through Greenfield to Crocker Turn and Myra, in northern Hancock County.

HAMPDEN—the town of Hampden, on the west bank of the Penobscot, has a population of 3,365, including much of the overflow from Bangor, next north. Close to Bangor, along Route One, is East Hampden, and a little to the southwest is Hampden proper where Route 202 leads off to the west from Route One to Augusta. Other settlements in the town are Arey Corners, Hampden Corners, Hampden Center, and Hampden Highlands.

Originally this town was called Wheelerborough, after Benjamin Wheeler, of Durham, New Hampshire, who moved here in 1767. It was renamed Hampden after the English patriot, John Hampden, and in 1794 was incorporated as the 86th town. Chief products in this town are lumber, canned corn and baked goods. Largely it is a suburban area of Bangor, however. Around the entire district are numerous farms and several dairies. Hampden was the scene of several battles between the Americans and the British and was captured by the British in the War of 1812. It was settled before Bangor, and at one time seemed likely to become a more important center than Bangor. It has several scores of business establishments and an important tourist activity. Hampden Academy is its high school. Patten and Hammond Ponds are in the northwest corner and Souadabscook Stream drains most of the township.

HERMON—settled in 1790, this town was incorporated in 1814 as Maine's 199th town. It is next west of Bangor and is more than one-tenth swampland, chiefly in the southeastern portion. Its population of 1,624, a gain of 37.4 per cent in ten years, is chiefly centered around Hermon village, near the center of the town, which is a road and highway focus, being on Route 2 from Bangor westward to Rumford. Other roads connect it with Route 222 for Corinna and the northwestern corner of southern Penobscot County. Hermon Center is a village to the southeast of Hermon proper, and is also situated on Route 2. Hermon Pond, and George, Tracy and Ben Annis Ponds are in its southwest corner. Hermon is a farming and lumbering town. In its southeast corner, along Route 2, is Northern Maine Junction, a crossing point of the Maine Central and Bangor and Aroostook Railroads.

Holden—situated six miles southeast of Bangor, Holden is the leading settlement of the Town of Holden (population 750). Holden, near the center of the township, and East Holden, at its southeastern boundary with Hancock County, are both situated along Route One to Ellsworth. Holden Town was settled in 1770, but was not incorporated until 1852, when it became the 390th town. At that time it was created out of portions of Brewer specially cut off for the purpose. At one time Holden was known as East Brewer. It is a farming and lumbering town, with several tourist places along Route One. Brewer Pond is on its southwest boundary and Davis and Holbrook Ponds on its eastern boundary with Eddington.

Howland—the Penobscot River forms the eastern boundary of the Town of Howland (1,436 population), which is practically bisected into equal northern and southern halves by the Piscataqua River, which empties into the Penobscot at the town's eastern edge. This town was incorporated in 1826 as Maine's 269th town, having been first settled only six years earlier, when Maine became a state. In 1839 a portion of it was set off to form the Town of Mattamiscontis, and further adjustments were made in 1850 to establish the boundary-line between Howland and Maxfield. The chief settlement, also named Howland, is about thirty-five miles north of Bangor. Plywood, box shook and lumber products are its major economic activities. A new highway bridge connects Howland with Enfield, on the eastern bank of the river, providing a crossing for Route 11. Route 16 runs from Howland to Milo and Route 116 runs along the west bank of the Penobscot to East Millinocket. Seboeis Stream joins the Piscataqua in Milo and Gordon Brook empties into the Penobscot north of the village. The township is generally wooded.

Hudson—first settled at the start of the nineteenth century, Hudson was formerly known as Jackson, being organized as a plantation under that name in 1824 and so continuing until the name of Kirkland was adopted. It was as Kirkland that it was incorporated in 1825, Maine's 263rd town. Thirty years later, in 1855, the name of Hudson was adopted. As recently as 1929 a part of it was separated off to be added to Old Town.

The chief settlement, Hudson, is at the town's almost exact center, midway between Little Pushaw Pond, at the township's northwestern corner, and Pushaw Lake, beginning at its southeastern corner. Route 221 leads southward to a junction with Route 15 and thence to Bangor and Brewer, while Route 43 leads eastward to Old Town. The population is 454. It is a farming and lumbering town and is on the Bangor and Aroostook Railroad.

Kenduskeag—the town of Kenduskeag (population 389) has as its center the village of that name, situated 12 miles northwest of Bangor, on Route 15 to that city. This township was originally cut off from Levant and Glenburn. The village is situated on Kenduskeag Stream, which flows southeastward through it to the Penobscot. It is a farming and lumbering town. Baker Brook drains its eastern section.

LaGrange—LaGrange (population 507) is at the crossing of Routes 155, from Milo to Orono, and 11, from Enfield and is 28 miles north of Bangor. The village of the name is the center and major settlement of the township, which was previously known as Oxford and Hammond. Settled in 1821, this region was incorporated as Maine's 301st town in 1832. Potatoes and spool wood are major items produced here. The Bangor and Aroostook Railroad passes through LaGrange, which is chiefly a farming and lumbering town and has a high school. Dead, Birch and Hemlock streams are its principal waterways in a generally wooded township.

Lee—incorporated in 1832 as Maine's 298th town, Lee was originally a Williams College grant after its initial settlement in 1824 by J. Fifield, of Howland; Thomas Lindsay, of Lowell; and Enoch Stone. It took its name from four Lee brothers—Nathan, Stephen, Purchase and James Lee,—who settled here in 1832. Lumber and potatoes are its major products. Rough hardwood and some softwood lumber are produced here. The central village, also named Lee, lies along Route 6 from Lincoln to Vanceboro and the Canadian border. The population of the town is 605 and it supports a score of retail and service businesses. Mattakeunk Pond, just west of the village, and Mattakeunk Stream make up its principal waterway. Jefferson Mountain (730) is south of the village center. Route 168 leads to Routes 2 and 11 at Winn. Lee Academy is its principal school.

Levant—situated on the south branch of the Kenduskeag River, in the town of the same name, Levant is known for its farming and lumber production. The town itself (population 702) was originally known as Kenduskeag Plantation. Originally settled in 1789, it was incorporated in 1813 as Maine's 197th town. A portion was set off to form part of Kenduskeag in 1852. The chief village, Levant, mentioned above, is almost directly south of the village of Kenduskeag, with which it is connected by a road joining Route 15 and Route 2 at that point. Route 222 also cuts through it from Bangor to Corinna. West Levant and South Levant, the latter on Black Stream, are subsidiary village sections.

Lincoln—situated on the east bank of the Penobscot and on the Maine Central Railroad, about forty-five miles north of Bangor, Lincoln (population 3,905) is a township filled with ponds and lakes. The major village of Lincoln, producing pulpwood, sulphite pulp and paper and worsted gabardine and uniform cloth, is at the western end of Mattanawcook Pond. Lincoln Center, a little farther up the river, produces matched boards and novelty sidings. Snag Center and Cambolasse Ponds are in this northwest section. Farther east are numerous other brooks, ponds and bogs, including Long, Egg and Caribou Ponds. North Lincoln is a small community a little farther up the Penobscot. Route 2 passes through Lincoln on its way northward to Mattawamkeag and Houlton, while Route 6 proceeds eastward to Vanceboro. Lincoln was originally settled in 1825. It was a Foxcraft Academy grant, and was at one time known as Mattanawcook. It was incorporated in 1829 as the 284th town. In the central and southern parts of the township are Mattanawcook, Crooked, Folsom, Upper, Little Round and Upper Cold Stream Ponds. Lincoln is a commercial and manufacturing center, in addition to having farming and lumbering activities. It has modern stores, a hotel and many service places among its several scores of businesses.

Lowell—settled first in 1819 and incorporated in 1837 as Maine's 338th town, Lowell (population 191) was originally known as Huntressville, and was so called until the name of Lowell was adopted a year after it became a town. In 1841 a portion of Pages Mills settlement was annexed, and a year later the Cold Stream Settlement (known as "The Strip") was annexed. A part of the town was separated off to be added to Burlington in 1847. East Lowell is a village situated on Route 188 from Enfield to Burlington and Saponac and from this village a short road runs almost due south to Lowell village. Lumber products are the main activity in this region, with farming and sporting camps also noteworthy. The southern and western sections are generally swampy. Eskutarsis Pond is in the northeast section. Prominent elevations in the central and northern sections are Vinegar Hill (806); Varney Hill (670); and Long Ridge (870).

Mattawamkeag—situated 58 miles north of Bangor and a junction point of the Maine Central and Canadian Pacific lines, Mattawamkeag is at the southern end of the Military Road, an historic highway treated at greater length in Part II of this work. The major village, also called Mattawamkeag, is at the southwestern corner of the township, on the east bank of the Penobscot, into which the Mattawamkeag River flows at this point. Here also Route 157 from Millinocket joins Route 2 from Houlton. The town, whose population is 800, was incorporated in 1860, the 407th in Maine. Wooden clothespins are a product of the main village. The town also has some farming and lumbering. Numerous small brooks drain its wooded areas into the Mattawamkeag and Penobscot Rivers and into Mattaseunk Stream.

Maxfield—the town of Maxfield (population 25) is 40 miles north of Bangor. Originally a Bridgton Academy grant, it was settled in 1814 and incorporated in 1824 as the 257th town. Its boundary with Howland was finally fixed in 1850. The Piscataqua River cuts through this township from west to east, with Route 16 from Howland to Milo following the northern bank of the river. Scattered farmstands in the town are along this route and on a local road from Medford (Piscataquis County), next west. Farming and lumbering are the principal activities. The northwestern part of the township is mostly swampland.

Medway—lying along the Penobscot River, 70 miles north of Bangor, a short distance from East Millinocket, Medway (population 725) is a lumber producing area. Originally settled in 1838, it was formerly known as Nicatow and Pattagumpus. It was organized as a plantation in 1852, then incorporated as a town in 1875, Maine's 438th. The principal settlement, also named Medway, is at the confluence of the East and West Branches of the Penobscot. From here Route 11 goes north to Fort Kent, and Route 157 to Millinocket and Baxter State Park. Salmon Stream and Little Salmon Stream drain the central and eastern sections of the township into the Penobscot. Farming and lumbering are principal activities and the town has a high school.

MILFORD—situated on the Penobscot's east bank and on the Maine Central Railroad, 13 miles northeast of Bangor and opposite Old Town, Milford is the chief village in the town of the same name (population 1,432), Route 2 passing through it on the way north to Houlton. The area was originally settled early in the 19th Century, being named after the mills built here for water power. It was incorporated in 1833 as the 308th town. The major products today are connected with lumber, but beverages and stove parts also are produced. Sunhaze Stream, fed by a dozen small brooks, and the Otter Chain Ponds are principal watercourses in a generally swampy and wooded township.

MILLINOCKET—incorporated in 1901 as Maine's 467th town, Millinocket is the center of the Great Northern Paper Company's newsprint industry, the company employing between 1,000 and 1,500 at its plant here. There is also considerable lumber business, and one company devotes itself to making iron and bronze castings for the paper mills. The Bangor and Aroostook Railroad passes through the main village, also called Millinocket, which has its own airport, a Northeast Airlines scheduled stop. Nearby is a Forest Service Lookout Station.

Millinocket is the gateway to Mount Katahdin and Baxter State Park and has a population of 5,873. It is the commercial, shopping and business center for a wide lake and wilderness areas of Penobscot and Piscataquis Counties—a section which contains more than a score of sporting camps and is widely-known as a hunting and fishing area. These activities support several scores of business establishments and make Millinocket a busy community.

NEWBURG—originally settled in 1794, Newburg was a part of a tract granted to General Knox in recognition of his military services. Later it was sold to Benjamin Bussey. Incorporated in 1819, this town is Maine's 232nd. Parts of it were set off to Hampden in 1832. The principal settlement is South Newburg, and a little to the north is Newburg Center. Newburg is on Route 202 from the southwest into Hampden and Bangor. The population is 599. Newburg is a farming and lumbering town and is on the southern county border with Waldo County. Jordan and Thurlow Brooks, on the Souadabscook Stream system, are its principal watercourses in the hilly township.

NEWPORT—situated 26 miles west of Bangor, on the Maine Central Railroad, Newport is known for the manufacture of wool and rayon shoddies; spools, bobbins and wooden handles; and foods, including cottage cheese and concentrated milk, as well as canned peas, beets and carrots and carbonated beverages. The village of the name is at the western edge of the town, just southwest of Sebasticook Lake and near the Somerset County borderline. Both Newport and East Newport are on Route 2 from Bangor to Rumford, the latter being at the point where Route 7 comes north from Belfast. North Newport is near the northeastern corner of the town, which has a population of 2,185. It was originally settled in 1807, and was originally known as Great East Pond. It was incorporated in 1814 as the 208th town.

Newport is a shopping and commercial center, with several scores of business establishments, and has a high school and public library. The Moosehead Trail, principal highway from Central Maine to the Moosehead Lake Region, starts here. Newport also is an important tourist and vacationing center for a broad lake area in this part of the State. Farming and lumbering are important town activities.

Orono—on the west bank of the Penobscot, miles northeast of Bangor, Orono (population 7,496) is famed as the center of the University of Maine. It is on Route 2, and is served by the Maine Central Railroad. Aside from education, reprocessed wool is one of its major products, and it also produces lumber products and mouldings, as well as folding camp luggage and light metal stampings. It was originally settled as early as 1774, and in 1806 was incorporated as the 161st town. A part of the town was set off to form Old Town in 1840. Aside from the main settlement of Orono, the town includes Basin Mills, Webster and the University of Maine colony, with its many colleges and departments, (see Part II, Chapter 2). The town takes its name from a distinguished chief of the Tarratine Tribe of Indians.

Several scores of businesses are located in the town, largely supported by University and tourist activities. With the beautiful and extensive University campus and better-than-average homes, Orono is an attractive town in a pleasant setting. The southern end of Pushaw Lake, with many cottages, is in its northwest corner.

Orrington—next south of Brewer and on the eastern side of the Penobscot, the settlement of Orrington is the chief village of this town (population 1,966). It is served by the Maine Central, and lies along Route 15, Brewer to Bucksport. The river at this point forms a kind of half-moon, encircling Orrington village at the north and South Orrington at the south. Orrington Center is in the middle of the township and East Orrington is at the northeastern edge, near Field's Pond and Brewer Pond, which have many summer cottages.

Once known as New Worcester Plantation and as China, Orrington was the 53rd town to be incorporated, having become a town in 1788. A part of it was set off to form Brewer in 1812. Orrington annexed part of Buckstown (Bucksport) in 1816, and in 1821 the Bucksport-Orrington boundary was settled, although part of Bucksport was annexed later in 1850. In 1841 a portion of Orrington was set off to Brewer. Truck bodies, boats and trailers form one of the town's small industries, with lumbering, farming, and horticulture as principal activities. Sweets Pond, Mill Creek and Sedgeunkedunk Stream are principal watercourses. Kings Mountain (820) and Trout Pond are in the southeast corner.

Passadumkeag—about thirty miles north of Bangor, Passadumkeag (population 326) lies along the east bank of the Penobscot, on Route 2. Its major settlement, of the same name, is served by the Maine Central Railroad. Settled in 1819, this town was incorporated in 1835 (Maine's 322nd). A portion of it was separated off to Lowell in 1842. "Quick water" is given as the literal meaning of this Indian word, and lumber constitutes the major business activity. Cold Stream and Ayers Brook are tributary to the Passadumkeag River, which flows into the Penobscot at the village. Most of the township is swampy and forested.

Patten—this town, originally settled in 1828 and incorporated in 1841 as the 354th town in Maine, is 96 miles northeast of Bangor, on the Bangor and Aroostook Railroad. It is due east of Baxter State Park and a little farther north than Mount Katahdin. It is at the intersection of Routes 11, to Fort Kent, and 159, from Island Falls westward to Shin Pond and the northeast corner of Baxter State Park. Sawmills are to be found here and some plywood is produced.

The population of the Town of Patten is 1,531. Patten Academy was incorporated here in 1846. It has over two scores of businesses and is a commercial and shopping center for an extensive farming, lumbering and sporting camp area extending northward into Northern Penobscot and Western Aroostook Counties.

Plymouth—incorporated in 1826 as the 271st town, Plymouth (population 497 in 1950) dates back as a settlement to about 1815. Its boundary with Detroit was established in 1844. The principal settlement, also called Plymouth, is situated at the center of the township, along Route 7 from Belfast to Dover-Foxcroft. It is at the northern end of Plymouth Pond. Products manufactured here include woolen blankets and yarn. A large portion of the township is swampland and bog and farming and lumbering are principal activities. Hows Corner village, on Route 7, and Round Pond are in the southern part of the township. Martin Stream is the outlet of these ponds into the Sebasticook River in Newport, next north.

Springfield—situated 68 miles northeast of Bangor, the town of Springfield (population 411) was originally a Foxcroft Academy grant. It was settled about 1830 and incorporated in 1834 as the 315th town in Maine. Springfield, the chief settlement, is on Route 6 from Lincoln eastward to Vanceboro. In the southeastern portion of the town lies South Springfield, from which a local road runs south to sporting camps on the Sysladobsis Lakes. Routes 170 and 169 run north from Springfield village to Macwahoc and Danforth, respectively. Several small streams drain this wooded farming and lumbering township, which is the site of Eastern Maine Institute.

Stetson—to the northwest of Bangor, about twenty miles from that city along Route 222, the community of Stetson is the chief settlement of the town of the same name (population 433). By Route 143 the village connects with Route 7 to Dover-Foxcroft in a northerly direction. Many years ago Stetson was on the stage line from Exeter to Etna, the same route traversed by Route 143 today. Amasa Stetson was the original proprietor after the region was settled in the early nineteenth century, and in 1831 the town was incorporated (Maine's 288th). The town was originally a Leicester Academy grant. The chief item marketed here is lumber and farming is a major activity. Pleasant Lake, a popular cottage locale, is in the center of the township and part of Etna Pond is on the southern boundary. Many small streams and brooks drain the town's wooded, swampy areas.

Veazie—formerly known as North Bangor or as the Seventh Ward of Bangor, Veazie (population 782) is on the Maine Central Railroad and Route 2, next north of the city of which it was a part. Wooden ice cream spoons and sticks and cocktail forks are among the wooden products manufactured here by Northern Forest Products, Inc. The town is small, covering a total of 2,003 acres and consisting of one chief settlement only. Originally settled in 1769, Veazie was set off from Bangor and incorporated as an independent town (the 390th) in 1853. Part of it was returned to Bangor in 1889. As a suburb of Bangor, it is sharing in the latter's population growth, having increased 31 per cent in the past ten years.

Winn—situated just south of Mattawamkeag on Route 2, 56 miles north of Bangor, the Town of Winn (population 497) is on the east bank of the Penobscot. At its northwestern corner, on the river, is the chief settlement, Winn, which produces pulpwood and long lumber. At almost the opposite corner, on the southern boundary of the township, is East Winn, midway between Winn and Lee on Route 168. Formerly known as River Township 4, Snowville and Five Islands, this township was first settled in 1820, and was incorporated in 1857 as the 398th town. Mattakeunk Stream and Salmon Brook are principal watercourses in its swampy, wooded areas.

Woodville—nearly 60 miles north of Bangor, Woodville (population 91) is opposite Mattawamkeag on the western side of the Penobscot. Route 116 passes through the main settlement, Woodville village, on its way from Howland and Chester to East Millinocket. First settled in 1832, it was originally known as West Indian Township, and was so organized in 1854. It was incorporated in 1895 as Maine's 461st town. Pattagumpus and Ebbhorse Streams drain its western and southern areas through swampy, woodland sections. Medway is next north.

## Plantations

Argyle—two streams, Birch and Hemlock, flow southeastward through this Plantation into the Penobscot River. The plantation has one leading settlement, Argyle. It was first settled in 1810, and was at one time known as the Maine Literary and Theological Institute grant. A town of Argyle was incorporated (the 346th) in 1839, and in 1843 a portion was set off to form Old Town and in 1844 another portion to form Alton. But the town incorporation was repealed in 1937, and only the plantation of the name now exists. Route 116 passes northward through it from Route 155 northwest of the Penobscot Indian Reservation at Old Town. Most of its farmstands are along this route, which follows the west bank of the Penobscot.

Carroll—seventy-five miles northeast of Bangor, the plantation of Carroll was first settled in 1831 by Luke Hastings. It was incorporated in 1845 as the 368th town, but the incorporation was repealed in 1937. The village of Carroll lies in the plantation's center, a little north of Bowers Mountain (1,190). Route 6 passes through it from Lincoln eastward to Topsfield. Lumber and maple syrup are major products here. Carroll is next east of Springfield and on Penobscot's eastern border with Washington County. Baskahegan Stream, on the eastern side, is its major watercourse.

Drew—situated on the Maine Central Railroad, seventy-six miles east-northeast of Bangor, Drew was first settled in 1825 by Thomas Drew, from Bangor, and was known as No. 7, R. 4. The portion north of Mattawamkeag was annexed to Reed Plantation in 1889, then reannexed to Drew in 1903. The plantation was incorporated as a town in 1821 (Maine's 243rd), but the act of incorporation was repealed in 1933 and took effect in 1934. Lumbering is the main business activity. Big Meadow Brook and the Mattawamkeag River drain the township, which is traversed by Route 171, Prentiss to Wytopitlock, in Reed Plantation (Aroosook County) next north.

Grand Falls—this plantation is situated fifty-seven miles northeast of Bangor, and was formerly known as No. 2, North Division. It was originally settled in 1830, and was organized as a plantation in 1878. The principal settlement is Saponac, on Route 188 from Enfield and East Lowell. Saponac Pond is in the northwest corner and Passadumkeag Mountain (1463) is in the southwest section. Pug Hole Brook drains its southern boundary area.

Kingman—originally known as No. 6, R. 4, situated north of Bingham's Purchase, Kingman was divided into two portions. The northern and eastern part, totaling about 900 acres, belonged to the Watterson and Pray Purchase, while the remainder was a part of the Camden grant from Massachusetts, a grant made in aid of a bridge across Duck Trap Stream. The first organization was as McCrillis Plantation in 1859, but the area was reorganized in 1866 under the name of Independence Plantation. In 1873 it was incorporated as the 429th town, although the incorporation act was repealed in 1935 and Kingman, as it was renamed after R. S. Kingman, of the firm of Shaw and Kingman, was then reorganized as a plantation. In 1938 the state took over the plantation and placed it under management of the Emergency Municipal Finance Board. The plantation, in the northeastern corner of the County, was disorganized in 1945. Potato farming and shipping is a major activity, along with lumbering and pulpwood cutting. It is on the Mattawamkeag to Vanceboro joint line of the Maine Central and Canadian Pacific Railway.

LAKEVILLE—first settled in 1855 and organized in 1868, Lakeville is a plantation situated 75 miles east-northeast of Bangor. Before it was organized under its present name in 1868, it was known as No. 4, Range 1. Named after its many lakes, this plantation is in the midst of the Upper Sysladobsis Lake region, while Keg Lake, Duck Lake and Bottle Lake, in eastern Lakeville, lead over to Junior Lake, in the neighboring township known as T. 5, R. 1. Dill Ridge Mountain (948), with a lookout station, Lombard Mountain (950) and Bear Mountain (730) are its principal elevations. It is next south of Springfield and Carroll.

MATTAMISCONTIS—an unorganized plantation, Mattamiscontis, or T. 1, R. 7, was in the region first settled in 1829. It was set off from Howland and incorporated as a town in 1839 (the 345th), but the incorporation act was repealed in 1907 and the organization surrendered. The plantation, named after a stream flowing through its northeastern portion, is 44 miles north-northeast of Bangor and on Route 116, on the west bank of the Penobscot opposite South Lincoln and Enfield.

MOUNT CHASE—situated next north of Patten, Mount Chase was first settled in 1838. It was incorporated as the 415th town in 1864, but the incorporation act was repealed in 1935. Its first organization was in 1836. Its main settlement, Shin Pond, is on Route 159 from Island Falls and Patten to the northeastern corner of Baxter State Park. Its most notable feature is Mount Chase, 2,440 feet above sea level. The village itself lies between two lakes, Upper Shin Pond and Lower Shin Pond. Many camp sites are nearby, and a Forest Service lookout tower is on Mount Chase. Lumbering, farming and sporting camps are principal activities. From Shin Pond Village, a CCC-built gravel road extends northwestward to Sawtelle Falls on Seboeis Stream, and past the southern end of Hay Lake to First Grand Lake and Horse Mountain, at the northeastern corner of Baxter State Park. Several Maine Forest Service public camp sites are located in this area.

PRENTISS—formerly known as T. 7, R. 3, Prentiss Plantation is seventy-five miles northeast of Bangor, and just north of the Bingham-Penobscot Purchase. It was settled in 1838 and incorporated in 1858 as the 399th town; but the incorporation act was repealed in 1939 and the organization surrendered, leaving Prentiss to this day a wild land plantation. The chief settlement in the plantation is also known as Prentiss, where maple syrup and maple sugar and candy are made. Mattagodus Stream, fed by Spruce, Prescott and Cleaves Brooks, drains the western section of the township, served by Routes 169 and 170 from Springfield. Route 171 leads northward from Prentiss Village to Drew Plantation, next north, and thence to Wytopitlock and Reed Plantation (Aroostook County).

Seboeis—formerly known as No. 3, R. 8, Seboeis Plantation, next north of Maxfield, was organized in 1890 and the organization was ratified five years later, in 1895. The principal settlement, Seboeis, is at the southwestern tip of South Branch Lake, and is reached by a side road leading north from Route 16, which follows the Piscataqua River from Howland to Milo. The Canadian Pacific Railway passes through this community. The East and West Branches of Seboeis Stream flow southward through the plantation and into the Piscataqua. Lumbering, sporting camps and limited farming are major activities of the population of less than 100 persons.

Stacyville—situated 85 miles north-northeast of Bangor, on the Bangor and Aroostook Railroad, Stacyville was organized under this name in 1860. It was formerly known as T. 3, R. 6. The settlement of Stacyville is near the plantation's southern boundary, and Sherman Station is in the east central section. The railroad passes through both communities, as well as Route 11 to Fort Kent. Settlement here dates back to 1850. Farming and lumbering are principal activities and magnificent views of Mount Katahdin are obtained from many points along Route 11.

Webster—seventy-three miles northeast of Bangor, Webster Plantation is next south of Kingman. Originally it was T. 6, R. 3. It was first settled in 1843, and was organized as a plantation in 1856. Lumbering and limited farming are principal activities in the heavily-wooded and generally swampy township of less than 100 population. Webster Pond and Cole Pond are on its principal watercourses.

### Wild Land Townships

North of Millinocket and East Millinocket, in what are known as Ranges 7 and 8, are sixteen wild land townships, mostly unnamed except by town and range numbers; and north of Mount Chase Plantation are three more such townships in Range 6. Two of these townships in Range 7—T. 1 and T. 2—are named Grindstone and Soldiertown, respectively, through which flows the East Branch of the Penobscot.

In T. 1, R. 8 and T. 2, R. 8 lies most of Millinocket Lake. Proceeding northward, one encounters great numbers of small lakes and some larger ones, including Katahdin Lake in T. 3, R. 8; First Grand Lake, Hay Lake and Mud Pond in T. 6, R. 8; Scraggly Lake and Millimagasset Lake in T. 7, R. 8; and Grand Lake Seboeis in T. 7 and 8, R. 7. All are on the Penobscot East Branch system. In the more southerly placed of these townships are numerous hills and mountains, and a similar mountainous tendency exists in T. 6, R. 6, the township immediately north of Mount Chase.

The village and town of Millinocket were carved out of T. 3, the more eastern of two Indian Purchase townships, known as T. 3

and T. 4, in 1901. These townships contain camp sites and sporting camps on several lakes, the largest of the lakes being the Twin Lakes, North Twin and South Twin, in T. 4, and part of the Jo-Mary Lake Chain.

East of T. 4 is a narrow wedge of land, Veazie Gore; and to the south of the same township is Long A Township, Ranges 8 and 9, all bordering on Piscataquis County. Town A, R. 7, from which the Town of East Millinocket was carved out, borders for a very thin strip on Long A Township, although the Hopkins Academy Grant falls between them for most of their north-south dimension.

South of Long A, R. 8 and 9, and T. A., R. 7, lie other numbered townships, T. 3, R. 9; T. 3, R. 8; and T. 2, R. 8. Numerous lakes are to be found in T. 3, R. 9, among them Endless Lake, Cedar Lake and East Branch Lake; and in this same township is Mattamiscontis Mountain (1,272) with its lookout station and tower. T. 3, R. 1, lies between Lakeville Plantation and Burlington; and T. 5, R. 1, containing most of Scraggly Lake and Junior Lake, lies east of Lakeville Plantation.

# PISCATAQUIS COUNTY

PISCATAQUIS, the "county of lakes," is the second largest county in Maine. Within its 4,025 square miles are 252,872 acres of water, almost twice as much as in any other Maine county. Located in the north central section of the State, it contains four outstanding features: in the northern section are hundreds of large and smaller lakes in a wilderness of forest and mountain; in its west central section is Moosehead Lake, largest body of water wholly within the confines of one state east of the Mississippi; on the east central border is 41,712-acre Baxter State Park containing Mount Katahdin (5,267), the highest elevation in Maine and the first spot in the United States to greet the morning sun; and in its southern section, containing most of its built-up villages and towns, is an important, agricultural, industrial and recreational area.

*Mt. Katahdin, from Baxter State Park*

It has the smallest percentage of its total area in farms of any county in the State, only 5.5 per cent, but these total 137,757 acres. Potatoes and other field crops have the greatest agricultural value, with dairy products second, followed by poultry, livestock, vegetables and fruits. Woodlots rank fourth among the County's farm income producers. Lumber, textiles, wood products, quarrying and food processing are its major industrial activities.

Because of its abundance of lakes, forest and streams, Piscataquis County also counts heavily on the recreational industry, with Moosehead Lake and the Mt. Katahdin Region as feature attractions for thousands of vacationers, tourists, fishermen and hunters. New wealth brought into the County annually by these groups flows into the County's commerce and trade channels and swells community tax revenues.

The Moosehead Lake Region is one of Maine's most popular vacation and sporting areas. Forty miles long and 20 miles wide at its broadest point, this lake contains several large islands, many bays and inlets and is fed by scores of streams and lesser lakes. It is the major reservoir of the Kennebec River, which receives water from it at two outlets on the western side. Around its shores are many hotels, resorts and sporting camps which accommodate thousands of visitors, as well as residents from other sections of Maine, each year. From the northern end of the lake start five famous canoe trips: The East and West Branch trips, the Allagash, the Allagash Circuit and the St. John River trip.

Greenville, at the southern end of the lake, is a shopping and commercial center and outfitting headquarters for trips to the "north country." From it two major roads lead for many miles northward along both sides of the lake toward the wilderness regions. To the west, Route 15 leads to Rockwood (Somerset County) and thence westward to Brassua Lake, Moose River and Long Pond to Jackman (Somerset County). Northeast from Greenville a Great Northern Paper Company road, open to the public, touches Lily Bay, Kokadjo and Ripogenus Dam at the foot of Chesuncook Lake, thence to Baxter State Park and to Millinocket, southeast in Penobscot County. A permit must be obtained from the Great Northern Paper Company at Greenville or Millinocket to cross over Ripogenus Dam.

From Greenville also, lake boats and seaplanes travel to various resort centers on the lake. Opposite Rockwood and West Outlet, Mount Kineo rises sheer from the heart of the lake, with a famous hotel and resort at its base. This mountain (1806) is reported to be the largest mass of hornblende, or flint, in the world and Indian implements and weapon-tips made from its characteristic blue stone have been found as far west as the Mississippi River. Sandy Bay, Beaver Cove, Lily Bay, Spencer Bay and Northeast Carry are other prominent fishing and resort locations along Moosehead's eastern shore.

A few miles south of Greenville, in Elliotsville Plantation, a 57-foot falls in a sheer slate canyon on Little Wilson Stream makes one of the prettiest cascades in the State. Big Squaw Mountain, near Greenville Junction, is easily climbed and offers a magnificent view of the entire area. Along Route 15 here is a State Fish Hatchery containing more than three miles of runs and breeding pools where hundreds of thousands of landlocked salmon are raised annually.

Lily Bay is almost a lake in itself and is separated from the main lake by Sugar Island. It is a fishing center of high repute and many record salmon, togue and trout are taken each year. Spencer Narrows, further up the east shore, are at the entrance to Spencer Bay, at the head of which is Spencer Mountain and nearby Spencer Pond, always favorite fishing waters and an area full of game for hunting. Kokadjo, on beautiful Kokadjo Lake, is the center of a famous fly-fishing area embracing 23 ponds and numerous streams. Further on is Ripogenus

Dam, 92 feet high, at the head of West Branch Gorge. At the foot of Chesuncook Lake, it is the jumping off place for the vast northern area of Piscataquis County, with its trackless forests and lakes, such as Chamberlain, Sourdnahunk, Telos, Webster, Umbazooksus, Allagash, Churchill, Chemquasabamticook and hundreds of others, both large and small.

Mount Katahdin, in Baxter State Park, is the northern terminus of the Appalachian Trail, which cuts across the northern sections of Piscataquis, Somerset, Franklin and Oxford Counties on its 2,054-mile "Silver Aisle" footpath to Mount Oglethorpe in Georgia, at the southern end of the Blue Ridge Mountains. The Appalachian Trail Conference is under the executive direction of Capt. Myron H. Avery of Washington, D. C., a native of Lubec, Maine.

Katahdin is one of the three highest peaks east of the Rocky Mountains and dominates a vast expanse of territory whose lakes and streams are famous among sport fishermen, and whose forest depths are among the best hunting grounds in the State outside the limits of the Baxter State Park, which is a Wild Life Sanctuary. While there are several entrances to this area from the south and east, notably from the Millinocket region in Penobscot County, one of the most popular is via the Great Northern road from Ripogenus Dam to Sourdnahunk Stream, via Frost Pond and Harrington Lake, thence by trail to Kidney Pond or Daicey and by the Hunt Trail to Mount Katahdin.

South from Greenville on Route 15 is Shirley Mills, a lumbering and farming village and further south is Monson, a village perched high on a slate ridge where this flat, smooth stone was quarried for more than 70 years. The small mineral content of this slate made it outstanding for use in the manufacture of electrical goods. A new furniture factory in the quarry buildings now is turning out a quality product. Many brooks and streams nearby offer excellent trout fishing. Blanchard, a few miles to the west, off Route 15, is on the Piscataqua River and the Appalachian Trail.

The principal towns and villages in this southwestern part of the county are grouped along the Piscataqua River. Abbot, Parkman, Kingsbury and Wellington are centers for nearby farming and lumbering activities. Guilford, on both sides of the river, is a busy industrial and commercial community, whose chief manufactures are woolen and wood products. Sangerville also is a textile and shopping center and birthplace of Sir Hiram Maxim, inventor of the machine gun, smokeless powder, pumps and other devices.

Dover-Foxcroft, also on the river, is the county seat and largest in population. It is a business and industrial town, with woolen, canning and wood product mills, modern stores, schools, hotels, library and shaded, residential streets. At the junction of Routes 7 (from Newport) and 15 (from Bangor), it is also the center for the recreational area around Sebec Lake, 13 miles long and one of the original habitats of the landlocked salmon in Maine. Salmon, bass and perch fishing are excellent here. The villages of Willimantic, Sebec Lake, Bowerbank, Sebec and Greeley's Landing are popular centers around Sebec Lake. A few miles to the north, Lake Onawa, a gem among Maine lakes, nestles at the foot of Boarstone Mountain.

Milo, in whose town limits the outlet of Sebec Lake and Pleasant River join the Piscataqua, is an industrial, lumbering and farming community, as well as a shopping center. Here are farms with high production records. The soil is of a calcareous composition, supporting fine produce, excellent feed for dairy herds and fast-growing timber. The only spool mill of the American Thread Company is at Milo and carloads of spools are turned out from the vast white birch stands in this area. Car shops of the Bangor and Aroostook Railroad are at adjoining Derby, a landscaped and ''planned'' community ''way up in Maine.'' From Milo a road leads northeast to Lake View, at the foot of Schoodic Lake, noted for its trout fishing and the view of Mount Katahdin in the background.

North from Milo, Route 221 leads to Brownville and Brownville Junction, then by gravel road to a good airport and the Katahdin Iron Works, in a hunting and fishing territory of wide renown, which includes the Big Houston Lake area. The Katahdin Iron Works is the site of an abandoned mine and smelting mill, which a century ago worked a bog of iron ore, a varietv of hematite, found in the area of Ore Mountain. Deposits of pigment and copper and asbestos also have been found there. Some lumbering operations now are carried on in this section.

Nearby, reached only by woods road and trail, is the ''Grand Canyon of the East,'' at what is known as ''The Gulf'' on the West Branch of Pleasant River. Here the stream is deeply entrenched in a slate canyon. Waterfalls, sheer walls, fantastic shapes and unusual rock formations make scenes of unusual beauty. It is visited by a side trail of the Appalachian Trail from Katahdin and trout fishing in the various streams and ponds is excellent. North from this region are Whitecap and Jo-Mary Mountains, the Jo-Mary Lakes, and the northern section of Pemadumcook Lake on the West Branch of the Penobscot, a wilderness area traversed by the Appalachian Trail and boat trips through the chain of lakes.

Baxter State Park is a 141,712-acre Wild Life Sanctuary, in which fishing is allowed, and offering opportunities for mountain climbing of every description, for the study of wild life, geology and wild flowers and everything pertaining to the wilderness. Mountain trails, camp sites and shelters harmonize with the unspoiled surroundings and it is being visited by tens of thousands of persons annually, including many boy and girl campers from out-of-state. Nature students declare it to be the most wildly spectacular spot in the Eastern United States.

Piscataquis County was incorporated March 23, 1838, having been set off partly from Penobscot and Somerset Counties. A portion of its territory, some 60 townships, was set off and annexed to Aroostook March 12, 1844. It includes 16 towns and five organized plantations. Estimated population in 1950 was 17,822.

Principal features: Moosehead Lake and Mount Kineo. Baxter State Park and Mount Katahdin. Ripogenus Dam and West Branch Gorge. Lake and forest wilderness (northern portion). Agricultural and industrial areas (southern portion).

### Scenic Routes

Route 16: Follows Piscataqua River east-west along southern side of County. From Howland (Penobscot County), to Medford, Milo, Dover-Foxcroft, Guilford, Abbot and Kingsbury to Bingham (Somerset County).

Route 15: (From Bangor), Dover-Foxcroft, Guilford, Abbot, Monson, Shirley Mills, Greenville, Greenville Junction to Rockwood and Jackman, (Somerset County).

Katahdin Road: Greenville to Lily Bay and Kokadjo, thence by Great Northern Road (open to public) to Ripogenus Dam, Sourdnahunk Stream, across southern end of Baxter State Park to Millinocket (Penobscot County) on Route 157. Permit required to cross Ripogenus Dam, obtainable at Greenville, Millinocket, or Bangor offices of Great Northern Paper Company.

Route 221: Milo to Brownville, Brownville Junction, Katahdin Iron Works (side road), thence by Great Northern Road (open to public), to Norcross and Millinocket (Penobscot County). Local roads from Milo and Brownville to Schoodic Lake.

Route 153: Dover-Foxcroft to Greeley's Landing, Sebec Lake.

Route 150: (From Skowhegan, Somerset County), Parkman, Guilford, to Sebec Lake Village, Willimantic.

PROMINENT WATERFALLS: Ripogenus Dam and Gorge, 90-foot decline. Gulf Hagas, cascades, canyons, gorges and falls on West Branch of Pleasant River. Tote roads and trails from Katahdin Iron Works, blue-blazed side trail of Appalachian Trail, Barren-Chairback section. Little Wilson Stream, Elliotsville, "Grand Canyon of the East," 57-foot falls in slate canyon, on Applachian Trail and road from Monson. Piscataqua River, mill dam, Dover-Foxcroft. Pleasant River dam, Brownville.

### Recreational

Swimming: All lakes, ponds and streams (water usually cold).

Fishing: Salmon, trout, togue, bass and perch. Nearly all lakes and ponds. (Cf. official annual booklet of Department of Inland Fisheries and Game). Prominent locales, accessible by highway: Moosehead Lake (Greenville, Lily Bay, Greenville Junction, East and West Outlets, Rockwood and Seboomook (Somerset County) and Northeast Carry and Caucomgomoc Lake; Kokadjo, Roach Ponds; Ragged Lake, Caribou Lake, Chesuncook Lake. Schoodic Lake, from Milo and Brownville. Sebec Lake, from Dover-Foxcroft and Sebec (Route 16), also from Guilford and Willimantic, Route 150. Big Huston Pond Chain, from Brownville Junction (Route 221) to Katahdin Iron Works. Other northern lakes are reached by boat, woods trails or pontoon-equipped planes.

Canoeing: Local facilities. Popular long trips, guides necessary, from Greenville, Chesuncook, or Northeast Carry, or Caucomgomoc: Allagash, Circuit, West and East Branch and St. John River trips.

Hiking and mountain climbing: Appalachian Trail (Maine to Georgia) starts at Mt. Katahdin, crosses Great Northern Road in

Baxter State Park, then around lakes and mountains to Monson (Route 15) and Blanchard, thence to Bald Mountain (Somerset County). Longest section of the Trail in Maine is in Piscataquis County. (Cf. official Appalachian Trail Guide books).

Boarstone Mountain (1850), Elliotsville, Appalachian Trail, from Monson (Route 15) Trail 1.5 miles; ascent, 2 hours; descent, one hour; fire lookout tower.

Squaw Mountain (3296), Maine Forestry Service Trail, Route 15, at Squaw Mountain Fish Hatchery, four miles from Greenville. Trail, 3.5 miles; ascent, 2.25 hours; descent, 1.5 hours, fire lookout tower. Reputed one of most remarkable panoramas in Maine.

Wadleigh Mountain (1000), from Kokadjo. Trail, 6 miles; ascent, 3 hours; descent, 2.5 hours.

Golf: Guilford, Piscataquis Country Club (9-35); Greenville Junction, Squaw Mountain Inn Golf Course (9-34); Milo, Katahdin Country Club (9-36).

Race track: Dover-Foxcroft Fair Grounds.

Fish Hatchery: Big Squaw Mountain, Greenville Junction. Three miles of runs and breeding pools for landlocked salmon.

Public parks: Baxter State Park (from Millinocket or Greenville). 141,712 acres. Mountain climbing, fishing and restricted camping.

Camp sites: (Cf. "Maine Camp Sites" booklet of Maine (Forestry Service).

Chesuncook District: Outlet of Rainbow Lake; Frost Pond, trailers; Ripogenus Dam; Chesuncook Brook.

Katahdin District: The causeway, Millinocket Lake; Rum Brook, Chimney Pond Branch Road; Chimney Pond, Mount Katahdin; Katahdin Stream. Shelters on Appalachian Trail.

Moosehead District: Greenville, on Great Northern Road.

Pleasant River District: Monson, Route 15, Spectacle Pond; Monson, Route 15, Doughty Pond; Shirley, Blanchard Road; Elliotsville, Wilson Stream, trailers.

Seboomook District: Caucomogomoc Lake, Seboomook Road, trailers.

### Towns

Abbot—first settled about 1805, the town of Abbot (population 461) next west of Guilford, was one of six townships granted to Bowdoin College in 1794. Incorporated in 1827 as Maine's 273rd town, it lies at the western edge of the old Bowdoin Grant. At one time it was known as Moorestown. Its chief village, Abbot, lies on Route 16, which cuts across the southern portion of Piscataquis County from east to west, and Route 15, leading northward to Moosehead Lake.

Here some of the chief products are long lumber, siding and lumber products such as sash, doors and flooring. One company produces medicines for rheumatism and arthritis. The village lies on the Piscataqua River and the Bangor and Aroostook Railroad. In the town's northwestern corner is Piper Pond, reached by a local road from Upper Abbott Village, which also touches the eastern shore of Whetstone Pond in Blanchard. Kingsbury Stream, tributary to the

Piscataqua River, drains the western section of the township Greenleaf Pond is in its northeast section.

Atkinson—first settled in 1804, the town of Atkinson (population 400—28.2 per cent greater than in 1940) lies immediately to the east of the town of Dover-Foxcroft. Its original settler was Bylie Lyford. It took its name from Judge Atkinson, of New Hampshire, who furnished the town a library of 100 volumes. The town, which is about one-sixth swampland and bog, is traversed from north to south by a local road from Charleston to Sebec, which passes through Atkinson Mills. This town was incorporated, Maine's 230th, in 1819, and in 1837 it annexed a portion of Orneville. The Piscataqua River is its northern boundary. Alder Stream drains the center of the township. Farming and lumbering are principal activities.

Blanchard—settled in 1813, this town was incorporated (the 293rd) in 1831. Its population is only 76, having fallen off about 35.6 per cent from 1940. Spectacle Pond and Russell Mountain are in the southwest and southeast corners respectively, and up a portion of the eastern edge runs Route 15 to Moosehead Lake. In this township, this same modern highway parallels for a short distance a brief northward twist in the well-nigh endless Appalachian Trail to Mount Katahdin. The Piscataqua River winds southward and southeastward through this township and its chief village, Blanchard, which is connected by local roads with Route 15 in Monson, next east, and Shirley, next north. Lumbering and farming are chief activities.

Bowerbank—the town of Bowerbank (population 20) lies immediately to the north of the town of Dover-Foxcroft, while the chief village, also called Bowerbank, is about six miles north of Dover-Foxcroft's main center. Originally settled about 1825, this town was incorporated in 1839 as the 343rd town, but the incorporation was repealed in 1869. It was organized as a plantation in 1888, and the organization was ratified in 1895. Again it was incorporated in 1907 as the 473rd town, and in 1927 it annexed a portion of Sebec.

The westcentral half of Sebec Lake lies partially in this township, extending over into Willimantic to the west and down into the Town of Dover-Foxcroft at the southeast, flowing into the Sebec River. The Canadian Pacific Railway passes from east to west across the northern portion of the township, touching Benson and Moore's Camp. Benson, Little Benson, Mud, Duck and First, Second and Third Buttermilk Ponds are located in the northern part of the township, which is a popular vacation and sporting camp locality. Bowerbank Village is reached via a local road from Sebec Village.

Brownville—first settled about 1795, Brownville (present population 1,233) was incorporated in 1824 as Maine's 225th town, after having been a plantation for five years. The town's major production in addition to farming is in lumber and lumber products, including wooden shoe shanks, spoons, sticks and tool handles. The major settlement is Brownville Junction, served by the Canadian Pacific

Railway and the Bangor and Aroostook Railroad. From Brownville village, at the southwestern corner of the town, the Bangor and Aroostook, coming north from Milo, proceeds northward up both banks of the Pleasant River to Brownville Junction, thence northward in the direction of the pulp and paper country. Both settlements are served by Route 221, which connects Brewer and Bangor with Millinocket. On the northern boundary of the township is Prairie Airport. From here a gravel road leads northwest to Katahdin Iron Works, entrance to the Big Houston Pond section. Schoodic Lake is on the eastern boundary.

DOVER-FOXCROFT—extending along both sides of the Piscataqua River and situated on Route 15, from Bangor to Moosehead Lake and beyond, and Route 16 from Milo to the Rangeley Lake country, as well as on Route 7 to Belfast, the main settlement of Dover-Foxcroft is served by both the Maine Central and the Bangor and Aroostook railroads, being the northern terminus of the Maine Central's Dover and Foxcroft Branch. The population of the township is 4,199, representing a healthy rise of 4.6 per cent from the 1940 figure. Main products manufactured here include lumber and textile items and foods. The American Woolen Company plant, on Main Street, produces woolen cloth and yarn. In addition to lumberyards and sawmills, the town makes wood thread spools, cores, plugs and dowels, as well as household fabric dyes; and its food products include cider vinegar, baked goods and carbonated beverages. Here, too, the Observer Publishing Company issues the weekly *Piscataquis Observer* and does job printing of commercial stationery and blank forms in its plant in Union Square.

In Dover-Foxcroft Village also are to be found a number of institutions. The county agent of the Piscataquis County Farm Bureau has his office here, and here also are centered the activities of District 4 of the State Department of Health and Welfare and the work of the Piscataquis County Tuberculosis and Health Association. Foxcroft Academy adds to the community educational facilities furnished by the public schools, while the Annie F. Thompson Free Library, with its more than 10,000 volumes, and the Piscataquis County Law Library, with its 5,500 volumes, furnish both general and specialized book lending services. There are churches of several denominations, including Advent, Catholic, Christian Science, Congregational, Methodist, Pentecostal and United Baptist.

The Bangor and Aroostook Railroad, eastbound from Dover-Foxcroft village, passes through East Dover, while South Dover lies along Route 15 a little to the southeast of the main village. Dover and South Mills are small settlements near the town's southern border. From Dover-Foxcroft village Route 153 goes directly north to Greeley's Landing, on Sebec Lake.

Dover-Foxcroft Town is the shire town of Piscataquis County. It is made up of what were formerly the separate towns of Dover and Foxcroft, with the addition of land north of the Piscataqua River which formerly belonged to the Town of Sangerville. The southern half of the township was formerly Dover, settled by Eli

Town, from Temple, N. H. It was purchased from Massachusetts by Hallowell and Lowell for C. Vaughan and J. Merrick, and settlement of the area soon followed. Dover was organized in 1812 as T. 3, R. 6. It was incorporated in 1822 as the 244th town. Foxcroft, formerly known as T. 5, R. 7, was called Spauldingtown after Seth, Eleazer and John Spaulding, who came in 1806. It was a part of the Bowdoin College grant of 1794 from the Massachusetts government. It was incorporated in 1812 as the 194th town, named after Joseph E. Foxcroft. In 1818 a portion of it was detached to be added to T. 3, R. 6; and subsequently a portion was ceded to T. 7, R. 8 in 1828.

Union of the two towns of Dover and Foxcroft was authorized by special act of the Legislature in 1915, and became effective on March 1, 1922, under provisions of the incorporation act. The town manager form of government exists here. Area of the combined township is 45,101 acres.

Noted citizens who have lived here include John Francis Sprague (1848-1926), historian, author of a "Journal of Maine History," a standard authority for school and general use, as well as "Sebastian Rasle," "Backwoods Sketches," "The Aroostook War," and "The Northeastern Boundary Controversy." Mrs. Lillian M. N. Stevens, president for many years of the Women's Christian Temperance Union, was born in Dover.

Branns Mill Pond, in the southern section, Black Stream, Alder Stream and several lesser brooks are tributary to the Piscataqua River.

GREENVILLE—first settled in 1824, Greenville (population 1,879 in 1950) was organized as a plantation in 1831 under the name of Haskell, after its first settler of seven years earlier, Nathaniel Haskell. In 1836 it was incorporated as Maine's 329th town. In 1848 it annexed a portion of Wilson. Lying at the southern extremity of Moosehead Lake and its related system of coves, bays and ponds of varying shapes and sizes, this township has as its principal settlement the community of Greenville, at the end of the southeastern finger of Moosehead Lake. This village is on Route 15, which leads westward to Greenville Junction and then north along the border of the lake to Rockwood and Jackman in Somerset County.

At Greenville, which has its own airport, the Ripogenus road to the northeast enters the west central portion of Baxter State Park. The main industry of the village is concerned with lumber, chiefly the manufacture of plywood veneer boxes and panels. Greenville Junction, at the western border of Greenville Township, produces moldings, sidings, windows, doors and sashes, and has two seaplane bases on Moosehead Lake, with the Moosehead Fish Hatchery nearby. It is served by the Canadian Pacific Railway, which follows the western edge of the lake northward to East Outlet; and the Bangor and Aroostook Railroad, coming up from the south to Greenville Junction. From Greenville, privately chartered planes are available to cover the northern lake and forest region. Many canoe trips of considerable extent also have their start at Greenville. It has several scores of businesses, including a dozen hotels, tourist inns and sporting camps. It has a modern high school and library and is a busy commercial and highway center for the vast northern Piscataqua lakes and forest country. The Wilson Ponds and Wilson River are in its eastern section.

Guilford—settled in 1806, the Town of Guilford (population 1,860 in 1950) was formerly known as Lowtown. It was a part of the Bowdoin College grant of 1794, and continued as Lowtown until its incorporation as the 215th town in 1816, when the name of Fluvana was suggested in the incorporation petition, although Guilford was the name adopted. It had been organized as a plantation from 1812. In 1878 it annexed a portion of Parkman, and in 1889 a portion of Sangerville. The principal settlement, Guilford, is in the southwestern corner of the town, along the Piscataqua River, on the Bangor and Aroostook Railroad, and is the terminus of stage lines from Parkman and Wellington. It is on Routes 15, 16 and 150. Here are produced woolen cloth (Guilford Woolen Mills Company), and a variety of lumber products, including toothpicks, ice cream sticks, tongue blades, applicators, cocktail forks, sash, doors, flooring, bobbin blanks, crating wood and rough and finished lumber. There are also some bakery products. The Guilford Register Company publishes the *"Guilford Register,"* a weekly issued every Thursday, and does general printing. Farming and lumbering augment its industrial activity, and it is a shopping and banking center for a wide area of southern Piscataquis, eastern Somerset and western Penobscot Counties. It has a high school and a public library. Guilford Mountain (1326) and several small ponds are in its northern and eastern sections.

Milo—the town of Milo (population 2,890) has as its main center the village of Milo, connecting by Route 16 with Dover-Foxcroft, 13 miles to the west and with Howland and the Penobscot River towns to the east. Route 221 leads southward to Bangor and northward to Millinocket, and Route 155 to Old Town and Orono. Along the southern edge of the village flows the Piscataqua, along which runs the Bangor and Aroostook Railroad. The town was settled in 1803 and incorporated in 1823 as the 250th town. Derby is a major settlement. Major products are lumber, cabinets, cupboards, thread spools, planks and shingles (see county description).

Monson—first settled in 1818, the Town of Monson (population 850 in 1950) was once known as T. 9, R. 8, consisting of the Monson Academy and Hebron Academy grants. Simeon Irish, George Doutty and Joseph Bearce were the earliest settlers. In 1822 it was incorporated as the 248th town. The chief settlement, also named Monson, lies in the center of the town, at the east end of Lake Hebron and a little south of Monson Pond. It produces wooden dining-room furniture and slate panels for electrical use. Monson village lies on Route 15 north to Greenville, and the Appalachian Trail passes through the town on the way to Mount Katahdin. The Spectacle Ponds and several others are in its northern section and the Piscataqua River crosses its southwest corner. Farming, lumbering and sporting camps are basic activities. Monson Academy is its high school.

PARKMAN—in 1810 this town area was first settled. It was named after its original proprietor, Samuel Parkman. Once known as T. 5, R. 6, it was incorporated in 1822 under its present name as the 245th town. The main settlement, Parkman, is in the northeasterly sector of the township, not far southwest of Guilford. Route 150 from Skowhegan passes through the village, as well as through Pingree Center, a smaller village near the township's center, proceeding northward to Sebec Lake in Willimantic and connecting also at Guilford with Route 15 to Greenville, Dover-Foxcroft or Milo. The population is 587 and farming and lumbering are principal activities.

SANGERVILLE—next west of Dover-Foxcroft, the Town of Sangerville (population 1,159) was settled about 1803 by Phineas Ames and others, and was first called Amestown, aside from its official designation as T. 4, R. 6. It was incorporated in 1814 as the 205th town, named after Calvin Sanger, leading proprietor. It contains Center Pond, in its central region, and Manhanock Pond, whose northeastern tip flows into the Piscataqua at the village of Sangerville, which is practically a suburb of Guilford. It lies on the south bank of the Piscataqua River. Woolen yarn and lumber products, including hardwood squares and laths, are produced here. The Sangerville Public Library contains 4,100 volumes. Local roads connect with Dover-Foxcroft and Guilford and Route 24 runs south to Dexter (Penobscot County).

SEBEC—this town was a part of the original Bowdoin College grant in 1794. In 1803 it was settled by Ezekiel Chase. Lying northeast of Dover-Foxcroft, about seven miles from that village, the village of Sebec is at the eastern end of Sebec Lake, from which point roads connect it directly with Bowerbank, to the west along the lake's northern edge; with Barnard and Brownville, to the northeast; and with Route 16 at Sebec Corners to the south. South Sebec village is on the Bangor and Aroostook Railroad and the Piscataqua River forms its southern boundary-line. The population of the town was 447 in 1950, a rise of 20.2 per cent in a decade. Farming, lumbering and sporting camps are its mainstays. Garland, Harriman, Parker and Dow Ponds are on several brook tributaries to the Piscataqua in the heavily-wooded township.

SHIRLEY—first settled in 1825 by Joseph Mitchell, this town (population 211) area was purchased from the Bingham heirs by Cyrus Shaw and Jabez True, and called True's Town. In 1834 it was incorporated, becoming Maine's 318th town. It annexed part of Wilson in 1848. Its leading village, Shirley Mills, lying in the north central part of the town, produces hosiery and sweaters through its Shirley Industries Cooperative. It is twenty-five miles northwest of

Dover-Foxcroft, and is connected with Route 15 by local roads. It is on the Bangor and Aroostook Railroad and on the headwaters of the Piscataqua River. An unimproved road leads westward from Shirley Mills to Lake Moxie village (Somerset County). It is next south of Greenville, in a heavily-wooded section, which has limited farming.

WELLINGTON—settled in 1814 by James Knowles and David Staples, this area was originally called Bridge's Town. Its chief village, Wellington, is in the southwestern corner of Piscataquis County, situated on Route 154, between Harmony and Brighton (Somerset County). The town's population is 250. It was incorporated in 1828 as the 282nd town. Lumbering and farming are its chief activities.

WILLIMANTIC—settled in 1849, this township area, next north of Guilford, was originally called Howard, under which name it was incorporated as the 446th town in 1881. The present name was adopted in 1883. The chief settlement, Willimantic, is reached by Route 150 and an offshoot from it which leads up to Elliotsville Plantation, next north. Route 150 terminates at Sebec Lake, the small settlement at the northwest edge of that lake. Farming, lumbering and vacation camps predominate and the town has a population of 187. More than a dozen ponds are scattered through the township and Big Wilson River is its principal watercourse, flowing into Sebec Lake at the village of the same name. The township is generally hilly and heavily wooded.

## Townships and Plantations

Piscataquis County includes within its boundaries a number of plantations and townships, organized and unorganized. In the southern portion of the county some of these are:

ORNEVILLE PLANTATION—situated next east of Atkinson, and on the Bangor and Aroostook Railroad, this township was once called Boyd's Plantation, named after General Boyd. Boyd Lake is the chief settlement in this township, as well as the name of the lake which dominates its center. The township was incorporated in 1832 as Milton, the 295th town, but the name was changed to Almond in 1841 and to Orneville in 1843, being named after Judge Henry Orne, its proprietor. In 1939 the incorporation act was repealed and the town reverted to plantation status. Route 155, Old Town to Milo, passes through Boyd Lake village and Route 221, Milo to Bangor, runs through its western section.

MEDFORD PLANTATION—directly to the northeast of Orneville Plantation lies Medford Plantation, whose chief settlement is Medford Center situated on the Bangor and Aroostook Railroad and near the Piscataqua River. It is on Route 16, next east of Milo. Orginally settled about 1808, this area was incorporated in 1824 as Kilmarnock, the 253rd town, and in 1856 the name of Medford was adopted. The incorporation was repealed in 1939 and it was organized as a plantation in 1942. Farming and lumbering are principal activities.

Lakeview Plantation—this plantation, directly north of Medford, contains almost the whole of large Schoodic Lake, which lies along its western border, and up the east shore of which runs the Bangor and Aroostook Railroad. The Canadian Pacific passes along the southern lake shore. It was organized in 1892 and the organization ratified in 1895. The southern tip of Seboeis Lake lies also in the north central portion, extending northward into T. 4, R. 9. Lakeview village, a popular resort center, is at the southern end of Schoodic Lake and is reached by a local road from Milo. Another local road from Brownville, next west, runs to a cottage area on the western shore.

T. 4, R. 9—this township area contains the greater portion of Seboeis Lake in its southern and central area, as well as the northern reaches of Schoodic Lake at its southwestern corner. Near the northern end of Seboeis Lake two branches of the Bangor and Aroostook Railroad merge from the south into a single line which runs northeastward to the Millinocket area. The Brownville Millinocket road also runs through its northwest corner, where Upper Ebeemee Lake is located.

T. 5, R. 9—just to the west of T. 4 lies T. 5, through which an extension of Route 221 runs northeastward to Millinocket. Through this township's southeastern portion, the East Branch of the Pleasant River widens into West Pond, south of which is Ebeemee Lake. At the southwestern corner of the town the Katahdin Iron Works road branches northwest from the main highway. In the north central portion of the township are Ebeemee Mountain (1,898) and several other peaks. Camps and cottages are located on the several ponds of the heavily-wooded township. Lumbering is the chief activity.

Katahdin Iron Works Township (T. 6, R. 9)—lying directly to the west of T. 5, contains the Middle and West Branches of the Pleasant River, with Silver Lake at the north. The Katahdin Iron Works, or the "K. I.," as they were familiarly called, are now largely in ruins where bog iron ore from Ore Mountain last was smelted in 1856. The branch line of the Bangor and Aroostook that went into the region is no more, and the old hotel has burned down, although Ore Mountain (1,220) even today reveals exposed iron-sulphur ore. A woods road around the head of Little Houston Pond over a hump of Houston Mountain (1,543) leads to Big Houston Camps in T. 7, R. 9.

T. 7, R. 9—next west of T. 6 (Katahdin Iron Works township), Big Houston Pond forms the central eastern border of T. 7, which contains several sizeable peaks—Chairback Mountain (2,197) to the north and Roaring Brook Mountain (1,677) to the south. The chain of Indian Ponds takes up the mid-portion of this township, set in a wilderness bowl rimmed by mountains. Parts of Long Pond and East Chairback Pond are on the northern boundary. West Chairback Pond is high on the mountain range.

WILLIAMSBURG TOWNSHIP—next south of Katahdin Iron Works township is Williamsburg township, settled in 1806 and incorporated in 1820 as the 237th town, although the incorporation was repealed in 1939. It is traversed from east to west by the Canadian Pacific Railway and is next west of Brownville. The Pleasant River West Branch flows through its northeast section to Brownville Junction and is fed by Roaring Brook.

BARNARD PLANTATION—to the west of Williamsburg and south of Katahdin Iron Works township lies Barnard Plantation, first settled in 1809, then set off from Williamsburg and incorporated in 1834 as the 313th town. The incorporation was repealed in 1877 and it was reorganized as a plantation in 1895. Its principal settlement is Barnard, near its southeastern corner, which is connected by road with Sebec and points south. The Bear Brook system is its principal waterway, with several branches.

KINGSBURY PLANTATION—bordering on Somerset County to the west, and situated just north of Wellington, Kingsbury Plantation is traversed by Route 16 from Abbot and Bingham (Somerset County). The main settlement of Kingsbury is situated in its southwestern corner, on the eastern tip of Kingsbury Pond, most of which lies in Somerset County. It was incorporated in 1836 as the 334th town, but the incorporation was repealed in 1885, and it was organized in 1886 as a plantation and the organization ratified nine years later, in 1895. Kingsbury Stream runs from the Pond to the Piscataqua River in Abbot, next east.

ELLIOTSVILLE PLANTATION—lying north of Willimantic and Monson and east of Shirley, Elliotsville Plantation first was settled in 1820, and in 1835 was incorporated as the 324th town. The incorporation was repealed in 1858. It was reorganized as a plantation in 1887.

A local road, branching from Route 15 just north of Monson village, leads northeastward to the southern boundary of Elliotsville, crossing the Canadian Pacific line at Bodfish Intervale, just west of Boarstone Mountain (1850), which has a trail and lookout station. Lake Onawa, one of the prettiest of Maine wilderness lakes, is east of the mountain, in the southeast corner of the township. Big Wilson Stream, with many small pond and stream tributaries, drains the western and central portions of the township. On Little Wilson Stream is a 57-foot cascade in a slate canyon. A State Forest Service Campground is located near here.

Onawa village has a station of the Canadian Pacific Railway at the southern end of the lake and this is a popular spot with vacationists and sportsmen. The Appalachian Trail crosses the township from Long Pond in T. 7, R. 9 and 10, to the northeast. This entire area is a favorite with campers and hikers, with many trails and woods roads leading into its scenic and wilderness areas, where fish and game abound. The Greenwood Ponds are on the southern boundary.

## West Central Piscataquis

The northern two-thirds of Piscataquis County is taken up largely with seven tiers of townships, running in a north-south direction. Up the southwestern edge of this area, and spreading through the several western tiers to the limits of the five southernmost townships in each tier, spreads the vast area of Moosehead Lake and its related bodies of water. Actually, the Moosehead Lake Region, as it is known, spreads over a much broader area, including Brassua, Lobster, Ragged, Kokadjo, Onawa, Spencer, Wilsons and Seboomook Lakes and numerous ponds, brooks and streams. To these waters fishermen flock for salmon, togue and square-tailed trout. Moosehead Lake proper is the center of a vast sporting and vacation region. Beginning here, a vast reach of virtually unbroken timberland stretches northward to the Canadian border. Many of its waters and streams are seldom visited. Great stretches of forest here have been acquired by the lumber and paper industries.

These tiers of townships, as much as they can be considered as tiers in view of the uneven borderline along Moosehead Lake, are, proceeding to the north:

LITTLE SQUAW MOUNTAIN TOWNSHIP (T. 3, R. 5)—directly west of Greenville and Greenville Junction, the latter village being on its eastern boundary. Squaw Mountain Inn, largest resort in the region, is located in its northeast corner.

BIG SQUAW MOUNTAIN TOWNSHIP (T. 2, R. 6)—just to the north of Little Squaw Mountain. Big Squaw Mountain (3,267), with its lookout station, fills most of the southern portion of this township along the southwestern edge of Moosehead Lake. Mountain View and Burnham Ponds are just west of Route 15, which runs along the Moosehead Lake shore on the eastern boundary. A State Fish Hatchery is located here, producing landlocked salmon. The Kennebec River East outlet to Indian Pond forms its northern boundary.

DEER ISLAND TOWNSHIP and SUGAR ISLAND TOWNSHIP—are two wild land townships; islands of 2,332 and 5,445 acres, respectively, in the southern portion of Moosehead Lake, proceeding eastward from the settlement of Moosehead. Both have vacation resorts. Moose Island (338 acres), north of Harfords Point, also is a wild land township.

LILY BAY TOWNSHIP (T. A., R. 14)—lies on the mainland farther east. It contains the Lily Bay Feeding Station for fish rearing and a resort hotel.

T. A. 2, R. 13 and 14, immediately north of Greenville, extends eastward to the Bowdoin College grant area. It contains Prong Pond, Mud Pond and Baker Mountain and Pond. It also is called Gore A.

FRENCHTOWN (T. A., R. 13), which contains the Lily Bay Mountains, including No. 4 Mountain with its Lookout Station, lies directly east of Lily Bay Township. Its northern sector contains First Roach

Pond (Kokadjo Lake) and Kakadjo settlement. Lumbering and sporting camp activities are centered here and it is on the Greenville to Millinocket Road of the Great Northern Paper Company.

Day's Academy Grant—containing Little Kineo Mountain (1,931) and Shaw Mountain (1664), and Kineo, an unorganized tract of mainland almost completely surrounded by Moosehead Lake and containing Mount Kineo (1,808) and its lookout station, are further wild lands of this area. Mount Kineo, with a famous summer hotel at its base, is a solid mass of flint, legendary among the Indians. Hiking trails lead to its summit and lookout station.

Farm Island—a 980-acre island in the lake, northwest of Kineo, is another wild land township in itself.

East Middlesex Canal Grant—containing Lobster Mountain, and T. 3, R. 14 and 15, containing Lobster Lake and Northeast Carry (the settlement at the head of Moosehead Lake), are further townships to the north, while paralleling them, in the next tier, are T. X, R. 14; T. 2, R. 13; and T. 3, R. 13. The last-named contains portions of Chesuncook, Caribou and Ragged Lakes.

### Northern Piscataquis

The northern third of Piscataquis County, extending from about 46° 02′ to about 46° 36′, at the Aroostook County border, contains 45 wildland townships of mostly regular size (six by six miles), covering more than 1,600 square miles of virtually roadless wilderness. More than 100 lakes and ponds and hundreds of connecting streams and brooks interlace the vast expanse of forest and mountain areas in this region.

Prominent among the lakes are Chesuncook, on the northwestern shore of which is a lumbering and sporting camp settlement (Chesuncook had plantation status from 1921 to 1933); Umbazooksus, Cuxabexis, Sourdnahunk, Telos, Webster, Chamberlain, Eagle, Mooseleuk, Clear, Fifth Musquacook, Indian, Grand, Millinocket, Munsungan, Spider, Pleasant, Churchill, Priestly, Chemquassabamticook (Ross), Russell, Allagash, Shallow, Black and Caucomgomoc Lakes.

The West Branch of the Penobscot, originating in Somerset County (next west), flows into Chesuncook Lake and thence through Ripogenus Gorge to the Millinocket Region (Penobscot County). It is the outlet for most of the lakes in the western section of the county, from north of Moosehead Lake to Allagash Mountain. The Allagash Lake system flows into Chamberlain Lake. Control gates on the stream between Chamberlain and Eagle Lakes now send waters of this system through Telos and Webster Lakes into Grand Lake, on the Penobscot County border, and the East Branch of the Penobscot. Without the control gates, the Chamberlain Lake system could be made to flow into Eagle Lake, Churchill Lake and the Allagash River to the St. John, on Maine's northern border with Quebec.

In the middle of the last century, rival lumber interests of the Penobscot and St. John watersheds had a small "war" of their own over this Chamberlain Lake-Eagle Lake flowage control, each group seeking by strategic dams to control the flow of the tremendous water reserves in these lake chains. Water flowage was important to each group in running logs to their mills on the St. John or Penobscot Rivers. After several "incidents," involving destruction of the key dams, which added fuel to the "Aroostook War" tension of the period, amicable settlements were reached. The Chamberlain Lake flowage and its control dam is today an important reservoir for the Bangor Hydro-Electric Company generating system.

*Cable Bridge on the Penobscot West Branch*

Although some tote roads and trails are found in sections of this northern Piscataquis County area, most common transportation has been by lake boats and canoes along the interconnecting waterways. Pontoon-equipped planes also have been used extensively in recent years. Three gravel auto and truck roads also enter the fringes of the vast area. One is from the west, from Seboomook, from the head of Moosehead Lake to Caucomgomoc Lake. Another is on the east, through the northern Baxter State area, from Shin Pond (Penobscot County), past Grand Lake and along Trout Brook to Burnt Mountain. The third enters from the north, from Lac de la Frontiere, Quebec, to Nine Mile Bridge, Clayton Lake and Churchill Depot, a small settlement at the northern end of Churchill Lake.

## Baxter State Park

Baxter State Park comprises 141,712 acres of State-owned forest land and includes famous Mount Katahdin. It is on the eastern border with Penobscot County, in which it has a small area on the southwestern side of Grand Lake, traversed by the gravel road from Shin Pond. Besides Mount Katahdin, with its more than a dozen peaks, the park area contains Double Top, North and South Turner, Strickland, Burnt Traveler and Horse Mountains, all 3,000 or more feet high.

The main approach to Baxter State Park is from Millinocket at the south. It has many roadside campsites, lunch grounds, foot trails, trail campsites, lodges, sporting camps and organized campgrounds. Katahdin Stream Campground lies on the Millinocket-Greenville Road, with foot trails leading up to Baxter Peak (5,267), highest mountain in Maine, and other areas. Roaring Brook Campground is at the terminus of Roaring Brook Road, and from it foot trails lead to Chimney Pond. Chimney Pond Campground is on the mountain trail 3.4 miles beyond Roaring Brook, and from it further trails lead to summits. At the different lodges, or sporting camps, overnight lodging in individual cabins, with meals, is provided, as well as canoes and guide service.

Baxter Peak is the northern terminus of the Appalachian Trail, whose other terminus is in Georgia. It commands magnificent panoramas on all sides. The upper portions of Mount Katahdin extend into the Arctic-Alpine life zone, with its characteristic flora, and evidence of glacial action is widespread, with resultant glacial cirques, moraines and glacial deposits. Moose, deer, bear and beaver abound in these mountains, and eastern brook trout in the lakes, ponds and streams of the region. A seventy-five-mile network of foot trails through the park area provides facilities for hiking, camping and wilderness recreation.

Baxter State Park is accessible from Memorial Day to October 15, although the camper is advised to bring his own equipment and supplies. Only the hardiest enthusiasts come here in the winter, and then only after complete arrangements with the park supervisor.

## East Central Piscataquis

The four tiers of wildland townships covering this east central portion of Piscataquis County are, like the northern section, a vast stretch of lake-studded wilderness reached mainly through the Millinocket Region. Southwest of Millinocket Lake, a popular sporting camp and vacation section, is Ambajejus Lake, northern arm of Pemadumcook Lake. The latter connects with Lower, Middle and Upper Jo-Mary Lakes to the south and with Nahmakanta Lake and Stream, into which flow Rainbow Lake and Stream. The six Debsconeag Lakes, Passadumkeag Lake, two Hurd Ponds and the Penobscot West Branch system, including Sourdnahunk Lake and Stream system, flow into Ambajejus Lakes from the northwest.

Caribou, Chesuncook, Harrington and Ripogenus Lakes of the West Branch system are controlled at Ripogenus Dam, across which runs the Greenville-Millinocket Road. A permit from the Great Northern Paper Company is required to cross the dam. Built from 1915 to 1917, this dam is 800 feet long and 92 feet high at the head of spectacular Ripogenus Gorge. It was considered an outstanding engineering feat at the time and controls an estimated 30,000,000 cubic feet of flowage. Early in 1951 plans were being made, but not definitely announced, for construction of a big power-generating plant at Ripogenus Dam by the Great Northern Paper Company, which floats millions of cords of pulpwood annually down the West Branch to its newsprint plant at Millinocket.

## SAGADAHOC COUNTY

SAGADAHOC COUNTY, on the southeast central coast, is the smallest of all Maine counties, containing 254 square miles. It continues the topographical features of the Maine coast begun in Cumberland County, next to the westward, with rugged peninsulas jutting into the coastal area, allowing for many bays, harbors and inlets important to commercial fishing and pleasure craft as snug havens. A few miles inland is Merrymeeting Bay, similar to a large lake, which is formed by the confluence of the Kennebec, Androscoggin, Cathance, Abagadassett and Eastern Rivers. This area is world-famous for its duck-hunting and water-fowling, as it is on the principal migratory flyway for geese, ducks and other waterfowl which spend their summers in Canada, Labrador and Greenland.

*A Maine Sea Moss Processing Plant Layout*

Along Merrymeeting Bay are hundreds of cottages, farms and summer homes, where vacationers and duck hunters come annually for sport and relaxation. At its northern end, in the Kennebec River opposite Bowdoinham and Richmond, is the Swan Island Game Refuge and experimental breeding farm of the Department of Inland Fisheries and Game.

Sagadahoc County also has important agricultural, commercial fishing and industrial resources. Its farmlands are mostly in the towns of Topsham, Bowdoin, Bowdoinham, Richmond and Woolwich, with dairying, poultry, livestock, canning and orcharding as its principal farm components. Its chief industry is the Bath Iron Works, which turned out super-destroyers and other ships during and after World War II, and it also has important metal products, paper, fertilizer, canning, lumber and wood products industries. The county seat, Bath, also was an important shipbuilding center during World

War I. Primary income from these sources and commercial fishing is being swelled each year by a growing volume of recreational industry income, principally from new developments on the Phippsburg and Georgetown Peninsulas.

In addition to being the county seat, the City of Bath is the commercial and business center of the County, although most of the commerce from the western towns of the County centers on Brunswick (Cumberland County). U. S. Route One passes through Bath and over the Carlton Bridge on the Kennebec on its route eastward along the coast. From Bath, Route 209 traverses the Phippsburg Peninsula, passing through Winnegance, where one of the first tidewater mills along the coast was used to power a lumber mill until recent years. Such mills were the prototypes of the huge Passamaquoddy Bay Power Project conceived by the late Dexter Cooper. Phippsburg is a village center for a picturesque area of rugged coast, wooded knolls and sand dunes. From it leads the roads to Sebasco Estates, a widely-known modern coastal resort, West Point, Small Point, Parker Head and Popham Beach.

This whole area is a favorite picnicking and vacationing territory, rich in early American history and before that a favorite summering place of the Indians, who left many relics scattered around. The remnants of old forts and the earliest of American settlements, that of Sir George Popham in 1606, following explorations by Weymouth in 1605, add to the historic interest of the region.

From Woolwich, across the Kennebec River from Bath, Route 127 runs down across a group of heavily wooded islands, all now connected with highway bridges, forming the eastern side of the mouth of the Kennebec River. Here are Arrowsic, Georgetown, Five Islands and Robinhood, small farming, fishing and resort villages, with many summer cottages and shore outing stops, where small boats put in from the neighboring coastal region. Lincoln County and Sheepscot Bay are on the easterly side of this Georgetown Peninsula.

At Georgetown the new Reid State Park was opened in the summer of 1950, with limited use at first. Major features planned are picnic areas, Mile Beach and a six-acre impounded salt water lagoon, suitable for bathing and canoeing, in the Griffith's Head area. Phipps Point, overlooking beautiful Hockamock Bay, is the site of many fine summer homes. It was the birthplace of Sir William Phipps, the great adventurer, who was at one time Provincial Governor and later was the first native-born American knighted at the Court of England for having brought in treasure taken from old Spanish galleons sunk in the Caribbean Sea.

Many small islands, some of them privately owned, lie off this broken section of the coast and many artists and sculptors annually summer in this region. Five Islands has an excellent harbor and has been a frequent rendezvous of leading yacht club groups.

Sagadahoc once was part of Lincoln County and was set off and incorporated April 4, 1854. It contains one city, Bath, and nine towns. Its estimated population in 1950 was 20,828, a gain of 8.9 per cent over 1940.

## Scenic Routes

Route One: (From Brunswick, Cumberland County), West Bath, Bath, (Carlton Bridge), Woolwich to Wiscasset, (Lincoln County).

Route 209: Bath to Popham Beach (Phippsburg); also branch Route 216 to Cape Small Point; and branch Route 217 to Sebasco Estates.

Route 127: Woolwich to Arrowsic and Georgetown, with branch roads to Robinhood, Five Islands and Reid State Park. Also, Woolwich to Dresden Mills (Lincoln County).

Route 24: Topsham, Bowdoinham and Richmond (Old River Road) to Gardiner (Kennebec County).

Route 201: (From Brunswick), Topsham, Bowdoin, Bowdoinham, and Richmond Corner to Gardiner (inland route).

Route 196: Topsham to Libson Falls and Lewiston (Androscoggin County).

## Recreational

Swimming: Popham Beach, Sebasco Estates (pool), Small Point Beach, Reid State Park, and various small beaches on various peninsulas and islands.

Fishing: Rock fishing and deep sea fishing from local points. Also tuna fishing. Local arrangements and charters.

Golf: Bath, Bath Country Club (9-35); Sebasco Estates (9-34).

Hiking and picnicking: Along country roads, trails and beach areas. Mount Ararat (255), Topsham, fire lookout tower.

Boating, canoeing and yachting: Local facilities at Bath and Merrymeeting Bay, Phippsburg, Sebasco, West Point, Five Islands, Robinhood and Woolwich.

Race tracks: Topsham Fair Grounds.

Public parks: Reid State Park, Georgetown, Route 127. 350 acres of woods and beach, salt water lagoon and extensive beaches.

## City

BATH—the City of Bath, Sagadahoc County's shire town, is the commercial, industrial and political center of the county and has a population of 10,594. Located near the center of the county, it is on U. S. Route One, from which subsidiary highway routes lead to various sections of the Phippsburg Peninsula; through Woolwich, next east, to the Georgetown Peninsula; north along the eastern shore of Merrymaking Bay and the Kennebec River; and northwestward through Brunswick (Cumberland County), to the farming townships on the western bank of the Kennebec.

Largest and most noted industry in the city is the Bath Iron Works Corporation, reorganized in 1928 by a group headed by William S. Newell, present chairman of the board. With a normal peacetime complement of 1,000 to 1,500 workers, this plant rose to a World War II peak of 12,000 employees, producing in three and one-half years 64 high speed super-destroyers and two large cargo ships. Following World War II it produced a group of fishing vessels for France and engaged in its usual yacht and medium-ship repair and reconstruction work. A large, metal fabrication plant of the company also is located at Hardings, on Route One, in Brunswick (Cumberland County), three miles to the west. Other postwar production included heavy rock crusher machinery and automatic vending machines.

Ship machinery, propellers, marine hardware, sardine canning, clothing, metal products, lumber and wood products are among Bath's other important industries today and, together with nearby agricultural and vacation-tourist activities, support more than 200 wholesale, retail, service and professional establishments, making up an active community business complex.

The city also has four hotels, an afternoon newspaper, the *Bath Daily Times,* and a county weekly, the *Bath Independent,* both under the long-time ownership of Frank B. Nichols and edited by the dean of Maine newspapermen, Harry C. Webber. A public library of 50,000 volumes, the Sagadahoc County Law Library of 6,000 volumes and a modern high school are among the city's cultural assets.

Bath also is the site of the Hyde Memorial Home For Crippled Children, presented to the Pine Tree Society for Crippled Children by the heirs of the late John H. Hyde. The 21-room mansion, with 23 acres of woodland, gardens, lawns, greenhouses and a 65-foot-long indoor swimming pool, makes an ideal convalescent home for young victims of polio and other crippling ailments. The place was built in 1914 at a reported cost of a million dollars.

Five other homes and asylums in the city include the State Military and Naval Children's Home, a large Home for the Aged on the southern limits of the city on the western bank of the Kennebec, an Old Ladies' Home, the Plummer Home for the Aged and the Presby Convalescent Home. Bath Memorial Hospital serves the surgical needs of the area.

Third smallest in area among Maine cities (6,208 acres), Bath occupies the northern and eastern side of a large area which is almost an island at the northern end of the Phippsburg Peninsula. Winnegance Creek, a tidal inlet of the Kennebec River; and Winnegance Bay, an arm of the New Meadows River, together with the two rivers, almost encircle this virtual island on the east, south and west, while Merrymeeting Bay is on the northwestern side. The town of West Bath, next west, (see below), is on the western side of this island-like area of land on which Bath is located.

North Bath is a subsidiary village area north of the city proper. Shorepoints in this northern section of the township include Telegraph Point, Whiskeag Creek, Wood, Crawford, Ram, Thorne and Lines Islands, Goose Cove, Crop Point and Butler Cove, the two latter areas facing on Merrymeeting Bay.

In the contention of some historians, Merrymeeting Bay is the large "lake" recorded in the Norse Sagas as some few "leagues" inland from the sea, where the early Norse explorers anchored to repair their vessels and to rest after one of their voyages from Greenland. If true, this means that the Norsemen sailed up the Kennebec River past Bath and Chop Point and this was the "Vinland" first mentioned in the Sagas. Historical controversy on this point has covered centuries and has placed "Vinland" all the way from Nova Scotia to Narragansett Bay, Rhode Island.

More definite are the recorded explorations of George Weymouth, who anchored off the present site of Bath in 1605. Because of the area's easy accessibility by water, more white settlers came from time to time over the ensuing year, traded with the Indians and began the early activities of temporary settlement. One of these was Christopher Lawson, who settled at North Bath in 1640. Present settlement dates from 1664, after the area was deeded to the Rev. Robert Gutch of Salem, Mass., by the Indian sachem, Robin Hood, in 1660. Scattered settlements were devastated by attacking Indians in 1676.

***Hyde Memorial Home, Bath***

Being nearer to the open sea, Georgetown, the peninsula between the Kennebec River mouth and Sheepscot Bay, offered better attractions for early settlers and was first incorporated in 1716. What is now Bath became known as Georgetown's Second Parish. It was incorporated within Georgetown in 1738 and five years later came the origin of Bath's greatest industry, then as now—shipbuilding. The first vessel was launched at Bath in 1743.

Perhaps no other region in America has such an extensive shipbuilding tradition. It was 12 miles south of Bath, at the mouth of the Kennebec, that the Popham colonists, in 1607, built the pinnace "Virginia," the first vessel constructed by European settlers in the New World. By 1762 the first commercial shipyard was turning out ships at Bath.

Troubles with the English led to the King's workmen being driven off the spar dock at Bath in 1775. Up to that time, sloops and small craft had constituted the major shipbuilding, since the Kennebec River and the coastal waters beyond were Bath's only "roadway" to the outside world. But, with the American Revolution, people were forced to think of ships in a bigger way and shipbuilding on a larger scale began in 1781, the year in which the Town of Bath was incorporated as Maine's 41st town.

Some of the leading shipbuilding families were the Houghtons, Moses, Pattens and Sewalls, whose flags flew on ships that sailed the Seven Seas, causing their home port to be widely-known. Most Bath residents were fishermen and mariners in that era and were more familiar, it is said, with the world's oceans and seas than with their own backyards.

Other prominent Bath shipbuilders of the past century included William Rogers, father and son, Gardiner G. Deering and John MacDonald. The North End shipyard of William Rogers and Son was established in 1847 and from then until 1902, under the direction of the son of the same name, built 102 ships—full-riggers, barks, brigantines and schooners—for a total of 81,000 tons, William Rogers, the son, thus is credited with being one of the world's greatest shipbuilders of all time. He died in 1909. Among his most famous ships were the 2,126-ton *Kennebec,* a square-rigger; the 1,879-ton *Abner Coburn* and the 1,627-ton *Governor Robie,* both also square-riggers; and the 1,904-ton schooner, *Marie Palmer.* Rogers was prominent in Bath business and civic affairs and served both in the State House and Senate. One of his ships sailed, fully-rigged, down the Kennebec on its maiden voyage on the same day it was launched, a feat believed never duplicated before or since.

In the early years, the major fortunes came from the West Indies trade and, later, the cotton trade. Still larger ships built at Bath began to round Cape Horn for ports in the Orient and East Indies, and mementoes of these voyages still are found in some of Bath's historic homes. Printed India textiles, teakwood decorations and chests, Chinese ornaments and oddly-shaped shells still turn up in unexpected places in the area and are prized possessions recalling the days of Bath's early glory in shipping and shipbuilding history.

The Embargo Act of 1807 temporarily halted the maritime prosperity of the port, but, when international difficulties were overcome, the community pushed ahead to new heights of shipbuilding fame. The 1,000th ship was launched from the Bath district in 1823. Twenty-eight years later, in 1851, the 2,000th ship was launched and, in 1873, the 3,000th. Steam ferry service had been inaugurated in 1837 and, in 1855, Bath was rated fifth United States port in point of tonnage owned.

The Civil War forced the sale abroad of many Bath ships and barks and the city (incorporated as such in 1847) became a center for building sailing vessels on contract. While home fleets roamed the seas, full-riggers and schooners were issuing forth from the Bath shipyards. Fine merchant ships and steam whalers hailing from New Bedford were built at the Bath shipyard of Goss, Sawyer and Packard, later the New England Shipbuilding Company. They added big schooners to their construction activities, although this type of shipbuilding reached its greatest development at the South End yard of Percy and Small, builders of most of the American six-masters, including the *Wyoming,* which has been termed "the greatest Yankee wooden hull to go to sea under sail."

***West Point Harbor, Sagadahoc County***

Although the building of deep-water ships at Bath came to an end in the early 1900s, the Sewalls continued to operate their fleet of steel ships, which were built here. Goss, Sawyer and Packard also began launching big, side-wheel passenger steamships in the 1880's and also built auxiliary sailing ships. The Goss Marine Iron Works was established at that time to make ship machinery for the new steamships. When Gen. Thomas W. Hyde took over the Goss Marine Iron Works, he converted it into the Bath Iron Works, predecessor of the Bath Iron Works Corporation (see above). The north division of the Bath Iron Works later became the present Hyde Windlass Company.

Paralleling the growth of the shipbuilding industry were banks and commercial enterprises. The Bath Bank was founded in 1812 and the Lincoln Bank and the town's first insurance company came into being the following year. The *Maine Gazette,* Bath's first newspaper, was founded in 1820, the year of Maine's admission to statehood. Sawmills, churches and homes grew apace and roads were constructed to supplement Bath's original means of water travel.

By the end of the 19th Century, interurban trolley lines connected Bath with surrounding areas, serving business interests, as well as recreation seekers, not only of local residence, but an increasing number of summer visitors and vacationers, who were learning to enjoy Maine's seacoast and island regions. Shipbuilding has continued basic to the city's industry, however, in the 20th Century as well as the Nineteenth, the 4,000th hull having been launched in 1903.

The $3,000,000 Carlton Bridge over the Kennebec from Bath to Woolwich was opened for use in 1927, replacing a two-centuries-old ferry service. Tolls were discontinued several years ago, having nearly paid for the original special State bond issue which paid for its construction. U. S. Route One passes over this suspension bridge, which commands a sweeping view up and down the Kennebec River. Major routes leading from Bath to the peninsula areas are Route 209, to the Phippsburg Peninsula, with Route 216 branching from this to Sebasco Estates (Route 217), West Point Village and Cape Small Point, while Route 209 continues to Popham Beach; and Route 127, at the Woolwich end of Carlton Bridge, leading to the Georgetown Peninsula Points, including the new Reid State Park.

Other famous personalities who have resided at Bath include William King, the first Governor of Maine; the opera star, Emma Eames, and her husband, Emilio De Gogorza, baritone. The many historic homes of Bath are frequently opened to visitors. The Maine Central Railroad, the coastal line to Rockland, passes through Bath and a modern station was built here in 1942.

After a century of city government by mayoralty, Bath adopted the council-manager form of administration in 1948.

## Towns

Arrowsic—smallest of Sagadahoc County's nine towns, Arrowsic is an island township surrounded by the Kennebec, Back and Sasanoa Rivers, with their shallow bays and tidal creeks indenting the shoreline. Just south of Woolwich, Route 127 to Georgetown crosses the Sasanoa River over a new highway bridge completed in 1950 and, with several side roads, gives access to various shorepoints in the sparsely settled township, which had a permanent population of 167 in both 1950 and 1940.

Bald Bluff is the southern tip of the island, at the confluence of the Kennebec and Back Rivers. Other shorepoints northward on the Kennebec, or western, side of the island include Squirrel Point, Green Point, Fisher Eddy, Bluff Head, and Doubling Point. Woods and farm lands, interspersed with marsh areas and rolling knolls, feature the terrain. Arrowsic, in the northern center of the island, is the principal village section.

Arrowsic was settled as part of Georgetown in 1625. It was incorporated the 352nd town in 1841.

Bowdoin—Bowdoin is a farming and lumbering town of 635 population in the northwestern corner of Sagadahoc County, adjoining Lisbon and Webster (Androscoggin County), and Litchfield (Kennebec County). It has several stores and service establishments in its village areas of Bowdoin Center and West Bowdoin. Route 201, Brunswick to Augusta, passes through its eastern township area, while Route 125, Lisbon Falls to Bowdoinham, next east, is its principal east-west highway. Side roads lead off these main routes to form a network of local roads to the various farming and woodlot areas. Caesar Pond, in its west central section, flows into Gillespie Brook, part of the the Little River system on its western boundary. Whitten Hill (641), on the northwest boundary and Wheeler Hill (313), just south of Bowdoin Center, are among the dozens of ridge elevations which mark the township terrain throughout, making a generally rolling farm and woods terrain.

Bowdoin was settled in 1725 and formerly was known as West Bowdoinham. It was incorporated the 52nd town in 1788 and named for Governor Bowdoin. Part was set off to form Thompsonborough (Libson) in 1799. Its population of 635 is a gain of 36 per cent from 1940.

Bowdoinham—Bowdoinham is a farming, lumbering and small industry town of 1,033 population on the west bank of the Kennebec River, north of Bath and Topsham and facing on Merrymeeting Bay. Its principal village center, Bowdoinham, is in the southern part of the township, on the Cathance River, which is here a tidal inlet of Merrymeeting Bay. The Abadagassett River and tidal marshlands mark its eastern boundary north to Richmond. Route 24, the "River Road," Topsham to Gardiner, is its principal highway, passing through Bowdoinham Village and the East Bowdoinham section. It also is served by the Maine Central Railroad main line between Brunswick and Augusta.

Fertilizer, patent leather and poultry raising and sawmills are among its small industrial components. The town also has nearly a score of retail and service establishments. The town was settled in 1725 and incorporated the 14th town in 1762. Local roads connect the various township areas and the adjoining towns of Topsham, Bowdoin and Richmond.

Georgetown—Georgetown is a peninsula township at the southeastern tip of Sagadahoc County, its 11,808 acres of forest, farm and marshland covering what is virtually two islands. The Kennebec and Back Rivers form its western boundary and Sheepscot Bay, Sheepscot River and Knubble Bay are on its eastern borders. Its northern boundary with Woolwich lies in Hockamock Bay. The eastern lobe of the peninsula is made almost an island by Sagadahoc Bay and marshlands on the south and by long, narrow Robinhood Cove on the north. Georgetown Village is located at the southern end of Robinhood Cove. The village center of Robinhood, formerly called Riggsville, is at the northern mouth of the cove on Knubble Bay, and a third village center, Five Islands, is on the eastern side, facing Sheepscot Bay. Bay Point is the fourth village area, at the southwestern tip of the peninsula, at the mouth of the Kennebec River.

Numerous small islands lie offshore on both sides of the peninsula, largest being MacMahan Island, with a village center, at the mouth of Sheepscot River. It is separated from the Georgetown mainland by Little Sheepscot River.

Farming, fishing and lumbering are mainstays of the town's economy, but by far the most important factor is Georgetown's growth as a vacation and resort town. Its population in 1950 was 507, a gain of 20.7 per cent over 1940. Reid State Park, a stretch of beaches and headlands at the southeastern side of the peninsula, was opened to limited use in 1950 and gives promise of becoming one of Maine's most popular State Parks. Land for the park was donated by Walter E. Reid, a retired industrialist and now a permanent resident of the town. Griffith Head, Griffith Cove and Mile Beach are prominent shorepoints in this area.

The present Georgetown township area formerly was called Parker's Island. It was settled in 1607 and was incorporated the 10th town in 1716. It then included the present towns of Phippsburg, Bath, Woolwich and Arrowsic, later set off at various dates. Route 127 is its principal highway, with several local roads leading to the several village centers and shorepoints.

Phippsburg—Phippsburg is a limited farming, lumbering, fishing and resort peninsula township, on the western side of the Kennebec River mouth south of Bath. Route 209 from Bath is its principal highway, with several major branches leading to its principal village and resort areas. These include Sebasco, site of one of Maine's outstanding coastal resorts, founded by Nathan Cushman; West Point, a picturesque fishing and resort village; Small Point and Small Point Beach, also fishing and resort villages; Popham Beach, a resort and Coast Guard center; Parker Head, Phippsburg and Winnegance, other principal village centers.

Cape Small Point is at the tip of the peninsula and here the first Maine industrial operations of drying and baling Irish sea moss have been carried out during the past decade. An extract from this sea moss is used in such food products as puddings and it also serves as a stabilizer for such items as chocolate milk, salad dressings, syrups, toothpaste, lotions, cosmetics and pharmaceutical products. The flat beach areas are used to spread out the moss for drying after it has been raked up from small boats in the innumerable coves along this section of the Maine coast.

Phippsburg formerly was part of Georgetown, from which it was set off and incorporated in 1814 as the 199th town. Its population in 1950 was 1,144, a gain of 12.2 per cent over 1940. Its irregular coastline is marked by numerous coves, bays and islands, the principal terrain feature being extensive beach areas at the southern end.

Richmond—Richmond is a farming, lumbering and small industry town of 2,211 population on the west bank of the Kennebec River, next north of Bowdoinham and south of Gardiner. Route 201 runs along the western side of the township, bordered here by long, narrow Pleasant Pond. Route 197 connects with Route 201 at Richmond Corner in the southwest section of the town, running through Richmond village on the Kennebec River and thence via a toll bridge to Dresden (Kennebec County), on the east bank. Route 24, the "River Road," also runs through the main village from Topsham to Gardiner.

Principal industries include the Ames Worsted Company and Federal Shoe, Inc. More than 100 retail, service and professional establishments in the township make Richmond a busy center for this entire southern Kennebec region. A high school and public library are among the town's public buildings.

Richmond formerly was an important Kennebec River port and had a considerable ice cutting and shipping business. It has a town manager-selectmen form of administration.

Richmond was settled in 1725 and, as a plantation, was annexed to Bowdoinham in 1779. It was set off and incorporated the 252nd town in 1823. It was named after Fort Richmond, built in 1719 as a government trading post, which figured prominently in the Indian wars of that time and was dismantled in 1754. Site of the fort is one-half mile north of the present village, on the Kennebec shore.

Topsham—Topsham is the southernmost town in the section of Sagadahoc County west of the Kennebec, and had a 1950 population of 2,613. Farming, lumbering, small industry and service establishments make up its town economy. It is next north of Brunswick (Cumberland County) and separated from it by the Androscoggin River, which forms the southern boundary of the town. The last falls on this river may be seen on both sides of the Brunswick-Topsham highway bridge, which is on Route 201. Along Topsham's eastern boundary, the Androscoggin River flows into Merrymeeting Bay and its confluence with the Kennebec.

The Pejepscot Paper Company, employing some 400 workers, is the largest industry in the town, which also has two feldspar mines and several lumber mills. The town was settled in 1730 and incorporated the 15th town in 1764. The township originally was part of the Pejepscot Purchase. Topsham Village, the principal center, is across the river from Brunswick. Pejepscot village is northwest along the Androscoggin River and on Route 196 from Lisbon Falls.

Just north of Topsham Village is Mount Ararat, a 255-foot rise, with a fire lookout tower. The Cathance and Muddy Rivers, tidal inlets of Merrymeeting Bay, drain most of the township area, which is featured by rolling farm and wooded terrain. Bradley Pond is on the Cathance River near the northern boundary of the township.

West Bath— situated between Bath and Brunswick, West Bath is thus a "suburb" of both places and has reflected the trend of the past quarter-century by showing the greatest population increase for any town in Sagadahoc County, 63.5 per cent between 1940 and 1950. The last town to be incorporated in the county, it was set off from Bath in 1844 as the 362nd town. In 1855, a portion of the township went back to Bath, which by then had become a city. Population: 577.

West Bath covers the western and southern side of the virtual island on which Bath is located. Winnegance Creek and Winnegance Bay form its eastern and southern boundaries and the New Meadows River is on its western boundary. Deep coastal indentations on the southern side of the township include Broad Cove and Mill Cove, separated by Rich Hill. Foster Point and Birch Point are the northern and southern peninsula tips on the broad New Meadows River inlet here.

Route One through the center of the township is the principal highway, with local roads to the northern and southern sections of the township. Along Route One are most of the industrial and business activities of the township, including the Bath Box Company, a wood-flour plant of Union Carbide and Carbon Corporation, producing bakelite plastic, a lumber mill and several noted seafood restaurants.

Woolwich—first settled in 1638 by Edward Bateman and John Brown, who purchased the land from the Indian chief, Robin Hood, Woolwich lies opposite Bath to the east, across the Kennebec. Its population is 1,340. Shipbuilding and shad and sturgeon fishing here have been replaced by farming, dairying, orcharding and the production of long lumber, boxboards and bakery products. The Woolwich settlement was broken up in the second Indian war, but a resettlement came in 1734. It remained a precinct of Georgetown until incorporated as a separate town (the thirty-second) in 1775.

Woolwich, the chief settlement, lies near the tip of Towsic Neck, a peninsula across the Kennebec from Bath. Farther north, and also along the river at the head of the peninsula, lies West Woolwich, connected with Woolwich by Routes 127 and 128. Woolwich was originally called Nequasset, a name which still persists to designate a village in the interior of the township, on the shore of Nequasset Pond, where it narrows at its southern extremity to become Nequasset Creek. The Maine Central Railroad passes through Nequasset on its way from Woolwich village to Wiscasset. A ten-mile stretch of Route One covers approximately the same stretch from Bath to Wiscasset. Woolwich is the birthplace of Sir William Phipps, born in poverty, first native American to be knighted by King James II and was first royal governor of Massachusetts in 1691.

Perkins Township—to the east of the Town of Bowdoinham, and to the north of Woolwich, Swan Island divides the river into two channels. This island was incorporated in 1847, as a town of Sagadahoc County, and was at one time a part of Dresden. The incorporation was repealed March 26, 1917, and the town charter surrendered March 1, 1918. Most of the (2.46 sq. mi.) island is now a state game management area.

# SOMERSET COUNTY

SOMERSET COUNTY, third largest in area in the State, extends from the northwest Maine border with Quebec south into the center of the State as far as the Waterville (Kennebec County) city line and to northern Waldo County town lines. It has the longest north-south mileage of any county in the State and is second only to Aroostook in land area, although Piscataquis County is second largest in total area because of its 252,872 acres of inland water. Somerset's total area is 4,028 square miles, of which 2,498,532 acres are land and 79,451 acres are inland water.

Like others in the northern tier of Maine counties, Somerset's northern reaches traverse a vast, mostly roadless area of rivers, lakes and forest, while its southern section is part of the fertile and industrial region of central Maine. The great Kennebec River flows southward from Moosehead Lake for more than half of its 170 miles through Somerset County, while in the far northern end of the County are the headwaters of the St. John and Penobscot Rivers. The southwestern end of the County also invades the northern Belgrade Lakes section of Kennebec County.

Skowhegan, in the south central section, is the county seat and largest town. It is an Indian name, meaning ''A place to watch'' (for fish, the Indians meant, but an up-to-date Chamber of Commerce uses the definition in a wider promotional sense). It is the hub of a network of roads entering the County from the north, south, east and west, most important of which are Route Two, the cross-regional highway, and Route 201, the ''Canada Road,'' the principal historic highway between central Maine and Quebec City.

The center of a rich farmland and industrial area, Skowhegan is an up-to-date small city, with good stores, hotels, restaurants and other facilities, along with quiet residential areas containing historic homes on tree-shaded streets. Leading industries of the County are woolen goods, pulp and paper, lumber, canning, wood products, shoes and moccasins. Dairying and livestock are the leading agricultural components, followed by poultry, potatoes and field crops, vegetables and orcharding. With the rise of the recreational industry, Somerset now derives important primary income also from this source, with fishing, hunting and touring in its strategic areas serviced by sizable investments in hotels, sporting camps, motels and one of the outstanding vacation resorts in Maine, Lakewood on Lake Wesserunsett. Lakewood's summer theater dates from 1900 and it has achieved fame as ''Broadway in Maine'' because it annually attracts leading stars of the New York Stage with performances of Broadway hits.

Norridgewock, southwest of Skowhegan, was the original county seat and is rich in Indian and historic lore. In its Old Point section is the place where Father Rasle, noted Jesuit missionary to the Indians, met his death in an attack upon French and Indians by the English in 1724.

Other towns in the southern section of the County include Mercer, and Smithfield, lumbering, farming and resort villages on North and East Ponds of the Belgrade Chain; Fairfield, second largest town in the County, with important industries and residences for many who work in neighboring Waterville; and the agricultural and lumbering towns of Canaan, Starks, Larone and Hinckley, the latter containing the famous Good Will Home and Farm of 2,600 acres and 40 buildings, providing a home and education for deserving boys and girls.

*The Whitney Home, at Good Will*

Its museum contains one of the region's outstanding and most varied collections of items extending back to prehistoric times.

The southeastern section of the county is an important industrial agricultural and recreational area, containing Pittsfield, third largest town and a busy commercial center, with a woolen mill, shoe factory and other small industries; and Hartland, once the site of a woolen industry, but now containing a large tannery, canning and food processing plant of H. L. Baxter & Bro. Hartland, Cornville, St. Albans, Ripley, Harmony, Athens and Palmyra are farming centers surrounding the Great Moose Lake resort area, where fishing, hunting, boating and camping attract thousands of visitors annually.

From Madison and Anson, on Route 201, Route 16 leads from North Anson to North New Portland and Dead River Plantation, where a new dam of the Central Maine Power Company has created an artifical lake 26 miles long and from one-half to four miles wide in the Dead River Basin. This new lake has submerged the former village of Flagstaff, which gave up its corporate existence in the spring of 1950, and parts of Dead River Plantation.

Solon, on the Kennebec River, may be reached either from North Anson over Route 201, or from Skowhegan, over Route 147. It is a dairying center and the site of Caratunk Falls, which may be viewed best from a railroad bridge spanning the river. Embden and Embden Pond, to the west of the river, are favorite hunting, fishing and vacationing locales.

(Weston Photo)

*The Canada Road from Bingham to Jackman*

Further north along the "Arnold Trail," Route 201, is Bingham, gateway to Wyman Dam, in the Town of Moscow, which has made in the Kennebec River an artificial lake some 12 miles long, extending to the village of Caratunk. The dam took two years to build, is 155 feet high and 2,250 feet long, the largest in Maine. Ten miles above Bingham on Route 201, which skirts the eastern side of this artificial lake, is the northernmost "Arnold Trail" marker in the Kennebec River section, for here Arnold's expedition left the course of the river to portage across country to Dead River and thence to Megantic, Quebec. Pleasant Ridge, Rowe Pond and the Carry Ponds are among popular fishing and vacationing areas in this section west of the Kennebec.

On the east side of Kennebec, Route 201 continues north through Caratunk, gateway to Pierce Pond, Pleasant Pond and Moxie Mountain, and to The Forks, named because of the confluence of the Dead River, which has flowed down through the hills and lakes of northern Franklin County, to join the Kennebec, which arises at East and West Outlets on Moosehead Lake. Here Route 201 leaves the Kennebec to strike northwestward through West Forks and Johnson Mountain Plantations to the Parlin Pond and Jackman Regions, interlaced with many lakes, ponds and streams and famous as a fishing and hunting section. Parlin Pond, Long Pond, Attean Pond, Holeb Pond, Big and Little Wood Lakes, Moose River and scores of lesser ponds and streams make this northwestern corner of Maine on Route 201 a favorite locale with hunters, fishermen, campers and vacationers.

At Jackman, Route 15 skirts the Moose River, connecting Long Pond and Brassua Lake to where this system flows into Moosehead Lake at Rockwood, in which section are many hotels, resorts and sporting camps. At Rockwood, Route 15 goes to Greenville, to the south, while north through the wilderness runs a private gravel road (open to the public) of the Great Northern Paper Company. This road makes a junction at Pittston Farm, at the head of Seboomook Lake, with roads to the east to Seboomook and Northeast Carry (Piscataquis County) and Caucomgomoc Lake (Piscataquis County), while another road to the northwest leads past Long Pond, Dole Pond and Hurricane Pond to St. Zacharie, Quebec. North of this area, in the extreme northern tip of the County are the St. John Ponds, Baker Lake and the headwaters of the St. John River, which runs for 331 miles in Maine before leaving the State at Hamlin (Aroostook County) to take its course south through New Brunswick to the sea. Somerset County was set off from Franklin and incorporated in 1809. A part was returned to Franklin in 1838 and other portions set off to Piscataquis, in 1838, and Aroostook, in 1844. It contains 24 towns, 12 plantations, two unorganized plantations and two unorganized townships. Its 1950 population was 39,701, a 3.8 per cent gain over 1940 and the highest population in its history.

PROMINENT FEATURES OF COUNTY:

Northern Section: Lake, pond, stream and forest wilderness, headwaters of St. John and Penobscot Rivers; northwestern shore of Moosehead Lake, Seboomook Lake, Jackman-Moose River section of lakes and streams.

Central Section: Kennebec River and tributaries, Pierce Pond, Lake Moxie, The Forks, Caratunk, several large mountains.

Southern Section: Industrial, commercial, farming and lumbering areas, Wyman Dam and Lake, Embden Pond, Carrabasset River, Wesserunsett Lake, Great Moose Lake, Sebasticook River.

## Scenic Routes

Route 201: (From Waterville, Kennebec County), Fairfield, Skowhegan, Norridgewock, Madison, Anson, North Anson, Solon, Bingham, Caratunk, The Forks, Lake Parlin, Jackman, Moose River, Dennistown, Sandy Bay to Armstrong, Quebec.

Route 2: (From Farmington and New Sharon (Franklin County), Mercer, Norridgewock, Skowhegan, Canaan, Palmyra, Newport and Bangor (Penobscot County).

Route 147: Skowhegan, Lakewood, Solon (junction with Route 201).

Route 15: Jackman Station to Long Pond, Tarratine and Rockwood on Moosehead Lake.

Route 16: (From Stratton, Franklin County), Dead River, North New Portland, North Anson, Embden, Concord, Bingham, Moscow and Mayfield to Kingsbury and Guilford (Piscataquis County).

Great Northern Private Road: (open to public), Rockwood to Pittston Farm to St. Zacharie, Quebec; also to Seboomook, Northeast Carry and Caucomgomoc Lake (Piscataquis County).

### Waterfalls

Attean Lake, Attean Falls, Moose River.
Dead River: Long Falls and Grand Falls.
Moscow: Wyman Dam, Kennebec River.
Norridgewock: Dam, Kennebec River.
North Anson: Carrabassett River Falls.
Pittston Farm: Canada Falls, Grand Pitch Falls.
Skowhegan: Dam, Kennebec River.
Solon: Caratunk Falls, Kennebec River.

### Recreational

Fishing: Salmon, trout and togue, nearly all lakes, ponds and streams. (Cf. annual official booklet of Department of Inland Fisheries and Game). Prominent sections: Bingham, Wyman Lake, Rowe Pond. Caratunk, Pierce Pond, Pleasant Pond, Carry Ponds. Embden, Embden Pond. The Forks, Lake Moxie, Spencer Lake, Dead River. Great Moose Lake area, Hartland, Athens, Cornville, Ripley, St. Albans, Harmony, Palmyra. Jackman, Big Wood Lake, Attean Lake, Holeb Pond, Moose River, Crocker Lake. Lakewood, Lake Wesserunsett. Long Pond and Moose River. Lake Parlin. Pittsfield, Douglas Pond and Sebasticook River. Mayfield, Kingsbury Pond. Pittston Farm, Canada Falls Deadwater, Seboomook Lake, Penobscot Lake, St. John Ponds, Baker Lake, Caucomgomoc Lake. Rockwood, Moosehead Lake, Brassua Lake, Moose River, Tarratine, West Outlet, East Outlet, Indian Pond, Kennebec River. Smithfield, North and East Ponds of Belgrade Lakes (also bass).

Canoeing: Local facilities. Popular long trips, guides required: Attean Lake, 39 miles, three days. Dead River to Moosehead Lake, 87 miles, 8-14 days, part of trip over Arnold's route. Kennebec River trip, The Forks to Bath (Sagadahoc County), 125 miles, one week, seven days. Moose River, Jackman to Rockwood, 29 miles, two days. St. John River, Northwest Carry and Seboomook Lake to Fort Kent, 201 miles, three weeks. Big Wood Lake, 27 miles, two days.

Golf: Lakewood, Lakewood Country Club (9-36).

Tennis: Various country clubs, resorts and hotels.

Hiking and mountain climbing: Appalachian Trail crosses Somerset County from Blanchard (Piscataquis County) over Moxie Bald Mountain (2630), across Lake Moxie, over Pleasant Mountain (2480), to Pierce Pond, Carry Ponds, past Stewart Mountain (2671) and over Mount Bigelow (4150) to the Carrabassett River at Bigelow (Franklin County).

Boundary Bald Mountain (2300): From Jackman, Route 201 to Heald Pond Camps; trail, 4.5 miles, one day, fire lookout tower.

Mount Bigelow (4150): (a) Appalachian Trail. (b) Parson's Trail from Route 16; trail, 2.75 miles, 2-3 hours ascent, crosses Appalachian Trail, fire lookout tower.

Coburn Mountain (3718): From Route 201, 11 miles north of The Forks. Trail, 4 miles, ascent, 2.5 hours; fire lookout tower.

Green Mountain (1500): Ten miles north of Pittston Farm. Maine Forestry Service Trail, 6 miles, to fire lookout tower.

Vistas and panoramas: Bingham, Route 16, Johnson Mountain (1620), panorama of Kennebec River and Bigelow Range. Caratunk, Route 201, Old Canada Road, along Kennebec River. Jackman, Route 201, Owl's Head Mountain (2380). Moose River, Route 201, lakes and mountains. Rockwood, Moosehead Lake and Mount Kineo. Smithfield, Route 135 and 137, lakes and hills.

Public parks: General and leisure: Norridgewock, Old Point, camping and picnicking; Skowhegan, Coburn Park on Kennebec River; other local town parks and commons.

Camp and trailer sites: (Cf. "Maine Camp Sites," Maine Forestry Service). (Subject to change).

## Towns

Anson—the Town of Anson (population 2,201), situated immediately to the west of Madison, across the Kennebec River, is in one of the more populous areas of southern Somerset County. Its main activities are concerned with lumber production, including both rough and long lumber, building materials, window frames, wood products and novelties. There is also some sheep breeding. Stewart Public Library, in the village of North Anson, serves the intellectual aspirations of local inhabitants. Anson Acadamy was incorporated in 1823. The Maine Central Railroad passes through both Anson and North Anson villages. Routes 148 and 147 lead to Skowhegan by way of Madison, while from North Anson Route 16 proceeds northwestward and eventualy to the Rangeley Lakes region, or in the opposite direction northward and eastward to Bingham and Dover-Foxcroft. Anson was first settled about 1775, and was organized as T. 1, R. Earlier designations were Titcombtown, Brookfield and Seven Mile Brook Settlement. It was incorporated in 1798 as the 118th town. Part of it was set off to Industry in 1823 and to New Portland in 1830, but in 1828 it annexed part of Embden and in 1840 a part of New Vineyard. It was divided in 1845 into Anson and North Anson townships, but the two were reunited in 1855. Farming is a major activity and the town has several scores of businesses. Route 201 from Madison here takes the west bank of the river, which is the township's eastern boundary, recrossing the river 12 miles to the north in Solon. The Carrabassett River, with brook tributaries, joins the Kennebec in its northeast section.

Athens—the settlement of this area dates back to 1782. Incorporation of Athens, the 140th town, came in 1803. The population in 1950 was 730. Formerly the township was known as T. 2, R. 2, Berwick Academy Grant and Kinsmantown. In the southern part of the township lies the village of Athens, while West Athens is in the central western portion. From Athens village, Route 43 leads southwestward to Madison, and Route 150 leads south to Skowhegan, while Route 43 eastward leads to Hastland and St. Albans. Somerset Academy is a local educational institution, with its library of 300 volumes. This town annexed part of Hartland in 1821 and parts of Brighton in 1838 and 1862. Lumbering and farming are principal activities and the town has a score of small businesses. Wentworth Pond is on its northwest boundary and more than a dozen streams and brooks are tributary to Wesserunsett Stream which flows into the Kennebec.

Bingham—first settled in 1784, the Town of Bingham (population 1,342 in 1950, an increase of 10.9 per cent from 1940) was originally a part of the Bingham Purchase, or, as it was sometimes known, The Million Acres. This town's chief settlement, also called Bingham, is situated on the Kennebec River, twenty-three miles north-northwest of Skowhegan, from which it is reached by Routes 147 and 201, the latter proceeding further northwestward to Jackman and beyond. This settlement also lies on Route 16 from the Rangeley Lakes Region, on the west, eastward to Dover-Foxcroft and to the Penobscot River at Howland. Its products, as in the cases of most other Kennebec River towns, are lumber, logs, shoe shanks, plywood, spliced veneer, cross-ties and switch-ties, white birch square bars and the like. Its Bingham Union Library has 4,335 volumes. Just to the north of it is Wyman Dam, with its hydro-electric power plant, and Wyman Lake, a man-made project of the Central Maine Power Company (see county description). Bingham, once known as Caratunk, was settled in 1784, and was incorporated in 1812 as the 188th town. It has more than a score of businesses and two hotels. Limited farming is carried on in sections of its generally hilly, wooded terrain. Jackson, Johnson and Fall Brooks are its principal tributaries to the Kennebec. Johnson Mouuntain rises to 1,600 feet in its northeast corner.

Cambridge—originally settled in 1804, Cambridge was set off from Ripley and incorporated in 1834 as the 314th town. It lies in the northeastern corner of southern Somerset County, bordering on Piscataquis and Penobscot counties. Its major activity is also concerned with lumber and farming. Its population is 326. It lies on Route 150 from Skowhegan to Sebec Lake, and connects with Route 15 eastward to Dover-Foxcroft and northward to Greenville, Moosehead Lake and Jackman. Main Stream, in a large swampland section, is its southern boundary with Ripley.

Canaan—next east of Skowhegan on Route 2, and connecting with Dexter to the northeast by Route 24 and with Augusta to the south, the Town of Canaan (population 786) has as its principal settlement the community Canaan. Its main products are hardwood squares, suitcase frames, wooden boxes and paint paddles, and it also has some canning operations. Its Prescott Free Library contains 4,500 volumes. This township was first settled in 1770, and in 1788 was incorporated as Maine's 57th town. Parts of it were set off to form Milburn and Bloomfield in 1823, and it annexed part of Warsaw in the following year, parts of Pittsfield in 1830 and 1841, parts of Hartland in 1838 and 1849, and part of Clinton in 1849. It is a farming and lumbering community and has a high school. Sibley Pond and South Bog Stream are on its eastern boundary with Hartland and Pittsfield. Chase Hill (780) with a lookout station, is one of half a dozen hills in a rolling terrain.

Cornville—originally settled about 1794, Cornville was earlier called Bernardstown, West Bernardstown and Sanborntown. It was incorporated in 1798 as the 116th town. Parts were set off to Milburn in 1831 and 1833, and in 1907 it annexed what was known as Mile-and-a-Half Strip. Its principal settlement, Cornville, lies just east of Route 150, five miles northeast of Skowhegan. It produces softwood and custom sawed lumber. Its population is 559 and farming is its principal activity. Barker Pond lies in its northeast corner and the East and West Branches of Wesserunsett Stream are its principal water systems.

Detroit—lying close to the Penobscot and Waldo county borders, at the southeastern corner of Somerset County, the Town of Detroit (population 492) is more than one-quarter swampland and bog. Its major settlement, Detroit, in the northeastern corner of the township, lies on the East Branch of the Sebasticook River, which flows southwestward through the township, and is served by the Maine Central Railroad. It is on Route 220 from Unity (Waldo County). Detroit was originally incorporated in 1828 as Chandlerville, the 280th town, but the name was changed to Detroit in 1841. The boundary with Plymouth was definitely fixed in 1844, and a portion of Detroit was ceded to Pittsfield in 1855. Farming and woodworking are major activities here, products including rustic cedar fencing and lawn furniture. Routes 11 and 100 from Pittsfield, next west, run through its northern section.

Embden—settled in 1779, Embden was incorporated in 1804 as the 153rd town (population 303). A portion of it was ceded to Anson in 1828. Embden, the principal village, lies on the west bank of the Kennebec, is on the Maine Central Railroad, and on Route 16, connecting the Rangeley Lakes with the Penobscot River. Embden Pond lies in the central portion of the township. Sporting camps constitute a major business of the town, which is next north of Anson. Hancock, Sandy and Fahi Ponds also are within its township limits. Route 16 follows the north bank of the Carrabassett River in its southwest corner.

Fairfield—settled in 1774, the Town of Fairfield (population 5,770) was incorporated in 1788 as the 56th town. Parts were ceded to Norridgewock in 1834 and 1841 and to Bloomfield in 1858, and Fairfield annexed part of Benton in 1873. The Congregational Church was established here as early as 1815. The chief settlement, Fairfield, lies on the west bank of the Kennebec, fifteen miles below Skowhegan on the Maine Central, and next north of Waterville. It is connected with Augusta by Routes 201, 11 and 100 and with Winterport by Route 139. The American Woolen Company's Kennebec Mill here produces woolen goods. Other items manufactured include wooden ironing boards and clothes dryers and small pipe organs for display purposes. Sweet cider is a product of Fairfield Center. Other settlements in the township include Shawmut, North Fairfield, Larone and Hinckley. The Carnegie Library of 20,000 volumes is centered at Good Will Farm, in Hinckley; and Ryerson Library at Good Will Farm also has 5,000 volumes. The Lawrence Public Library contains 14,500 volumes. The Central Maine State Sanatorium is situated at Fairfield. The Keyes Fibre Company (see Waterville, Kennebec County) has its groundwood pulp division at Shawmut. A farming,

***Moody Memorial Chapel***

industrial highway and business center, Fairfield has nearly 100 business and service establishments.

Harmony—first settled in 1796, the Town of Harmony (population 704) was known at an early date as T. 3, R. 2, and also variously as the Hallowell Academy grant, Vaughanstown and Vaughantown. It was incorporated in 1803 as the 141st town. Its principal settlement, Harmony, is situated at the intersection of Routes 150 and 154, about twenty miles northeast of Skowhegan. It produces bowling alley pins, moccasins, and various hand-knitted products, including hooked rug yarns. It also has some maple sugar products and livestock raising, potato shipping and pulpwood activity. Harmony Grange and Lending Library maintains 850 volumes. Some of the more northerly portion of Great Moose Lake extends into this township, although most of it is in Hartland, next south. Harmony is the terminus of the Hartland Branch of the Maine Central Railroad. Main Stream Pond, Lake Como, Lily Pond and several streams drain its high-rolling terrain. The town has a high school.

*Averill High School at Good Will, Hinckley*

Hartland—established as a plantation in 1811, the town of Hartland (population 1,311) was created in 1829 (Maine's 236th town). It contains most of Great Moose Lake, down the eastern edge of which passes the Maine Central Railroad, continuing southward along the Sebasticook River to Hartland, the town's chief settlement, on Routes 24 and 152. Here H. C. Baxter & Bro. produce canned corn, succotash, peas, string beans, potatoes and dehydrated potatoes, Other products include finished shoe leather, lumber, cedar log cabin siding, sash and frames, pulpwood, and other items. Hartland Public Library has 10,784 volumes and Hartland Academy is situated here. Parts of the township were ceded to Athens and St. Albans in 1821, to Canaan in 1849 and to Pittsfield in 1852, and a portion of St. Albans was annexed in 1846. Farming, lumbering, small industry and the vacation business support more than a score of retail and service establishments.

Madison—settled in 1780, the Town of Madison (population 3,630) was incorporated in 1804 as the 150th town. Madison, its chief village, lies about ten miles west of Skowhegan, from which it is reached by Routes 147 and 148, and it is directly across the Kennebec from Anson. To this village, lying on the east bank, pulpwood shipped down the Kennebec is brought for processing at the Great Northern Paper Company plant here, which employs from 350 to 400 people in the production of groundwood and sulphite specialty papers. The Hollingsworth and Whitney Company also produces mechanical groundwood pulp. Some of the paper is used locally in production of the weekly "Madison Bulletin." Woven plastic saran cloth is another local product. Other settlements, farther to the east, are Madison Center and Lakewood, a foremost vacation resort, on the west side of Wesserunsett Lake, and East Madison, on the east side of that body of water. At East Madison there is some wood turning activity. Lakewood lies directly on Route 147 to Skowhegan. Madison Public Library has 12,000 volumes, and Madison is also the location of the Skowhegan School of Painting and Sculpture, on Lake Wesserunsett, which constitutes a leading summer cultural activity. Lakewood has a summer theater.

Farming industry and the vacation-tourist trade support Madison's several scores of retail and service businesses. Route 201 follows the east bank of the Kennebec into Madison from Norridgewock, next south, before crossing the river to Anson.

Mercer—originally settled in 1784, the Town of Mercer (population 350) was incorporated in 1804 as the 154th town. It annexed part of Starks in 1835 and more of the same township in 1865, and ceded land to New Sharon and Smithfield in 1840 and to Norridgewock in 1849. The Sandy River, flowing northeastward into the Kennebec, forms the town's northern boundary. The leading settlement, Mercer, lies just north of Route 2 from Bangor into New Hampshire, and on Route 135, leading into Smithfield and between North Pond and East Pond, in that township, to connect with Routes 11, 24 and 27 into Augusta. Shaw Library here has 4,000 volumes. Business activity here, including lumber, is mostly at the retail level, with farming and the tourist-vacation industry as major components.

Moscow—first settled in 1773, the Town of Moscow (population 481), next north of Bingham, was incorporated in 1816 as the 211th town. In its southwestern corner is Wyman Dam, with its electric power plant, while Wyman Lake, created by the backing up of the waters of the Kennebec River at this dam, forms the western boundary of the township. Route 201 runs north and south along the eastern edge of the lake and river. At Moscow, the chief settlement, on the southern boundary, several tourist camps have their center. A Baptist Church was organized here as early as 1812.

Wyman Dam raises the level of the Kennebec 135 feet, and provides a total storage capacity of 8,000,000,000 cubic feet of water. The dam is 155 feet high and 2,250 feet long, and provides water storage for the headwaters of the Kennebec, including Moosehead and Brassua lakes, Indian Pond and other small bodies of water. The dam is a project of the Central Maine Power Company, taking its name from the company's late president, Walter Scott Wyman. Construction required two years.

Pierce Hill, Chase Pond and Chase, Austin and Gulf Streams are located in the hilly township. Route 16 from Guilford runs through the southern portion of the township.

New Portland—settled in 1783, New Portland was given in that year as a grant by Massachusetts to the sufferers from the destruction of Falmouth (Portland) by the British fleet during the Revolution, and was so named for that reason. The region was organized as a plantation in 1805, and in 1808 was incorporated as the 172nd town. It annexed a portion of Anson in 1830, part of Freeman in 1833, and part of New Vineyard in 1834 (which was set off again by repeal act in 1835).

New Portland, North New Portland and East New Portland are the major settlements. North New Portland produces novelty wood turnings, boards, lumber and hardwood squares. The town's population is 734. The Carrabassett River flows southeastward through New Portland and East New Portland villages, Routes 27 and 146 following its west and south bank respectively. Route 16 cuts through the northeastern corner of the township, through the village of North New Portland. Former Route 16 leads north from this village to the New Flagstaff Lake created by the Dead River Flowage Dam, which filled the first time in the spring of 1950.

Norridgewock—just southwest of Skowhegan, the Town of Norridgewock (population 1,783) has grown 18 per cent in number of inhabitants in a decade. The Kennebec River sweeps southeastward from Madison half-way through this township, then turns sharply northeastward toward Skowhegan. Situated at the right-angle bend of the river where it changes its direction is the village of Norridgewock, chief township settlement, which is served by the Maine Central Railroad. It is on Routes 2 and 201 and connects with Fairfield by Route 139. Route 137 leads up from the Belgrade Lakes Region. The Norrwock Shoe Company employs between 300 and 350 people here in the manufacture of women's shoes, and canned corn is another major item, another 200 or 250 people being employed seasonally by Burnham and Morrill Co. and by the G. S. and F. E. Jewett Company. Boats and canoes are also made here. Norridgewock Free Library has 7,733 volumes. The town also has an airport. This township was first settled in 1773, and was incorporated in 1788 as the 54th town. It was a major settlement of the Indians and the Jesuit missionaries, including the famous Father Rasle, memorialized by a monument erected here in 1950, who labored amongst them.

Palmyra—settled about 1800 and incorporated in 1807 as the 168th town, the Town of Palmyra (population 964) borders on Penobscot County. The chief center, also called Palmyra, lies on Route 2, about 20 miles east-northeast of Skowhegan. The Sebasticook River flows southward just inside the town's western boundary, widening into Douglas Pond in the southwestern portion, immediately north of Pittsfield. Wooden handles and tool parts are a major item of manufacture here and farming is a mainstay. Whites Pond, near Palmyra village, and Nokomis Pond, on the eastern boundary with Newport (Penobscot County) are on its several lesser watercourses.

Pittsfield—with a population of 3,898, marking an increase of 17.1 per cent from the 1940 figure, the Town of Pittsfield is mainly centered about the village of Pittsfield, with its numerous textile and lumber establishments. The American Woolen Company's Pioneer Mill here employs from 200 to 250 people in the production of women's woolen skirtings and suitings, and the Medwed Footwear Company between 250 and 300 in moccasin manufacturing. Other items produced in Pittsfield include women's shoes, woolen yarns and cloth, wool shoddies and rayon waste, canned beans and corn, and lumber. The Pittsfield Public Library contains 12,355 volumes, and schools include Maine Central Institute. The weekly *Pittsfield Advertiser,* established in 1882, circulates throughout eastern Somerset, northern Waldo and western Penobscot Counties. The town also has its own municipal airport. The name derives from William Pitts, once a large landed proprietor in the area. Originally settled in 1794, the area was first organized as Plymouth Gore in 1815, then was incorporated in 1819 as Warsaw, the 234th town. Parts were ceded to Twenty-five Mile Pond Plantation in 1821 and to Canaan in 1824, the year in which the name of Pittsfield was adopted. Part of Palmyra was annexed in 1828, and parts of Hartland and Detroit in 1852 and 1855 respectively, although portions were yielded to Clinton and Canaan in 1830. It is on Routes 11 and 100, between Fairfield and Bangor and is a major road hub, business and mercantile center for this section of the state, containing more than 100 business establishments.

Ripley—settled first about 1804 and named after General Ripley, the Town of Ripley (population 390) was incorporated in 1816 as the 221st town. A portion was set off to form Cambridge in 1834, and St. Albans received a portion in 1862. The principal settlement, known as Ripley, lies on Route 24 from Dexter to Augusta, and Route 154 leads to Harmony, next west. Crocker Free Library here has 2,500 volumes, and the community produces some lumber. St. Albans Mountain (1,090) lies at the southwestern corner of the town, adjoining St. Albans. The northern portion is somewhat swampy, and the total area of the township is only about 15,379 acres, Cambridge and Ripley together occupying what was formerly known as T. 5, R. 5. Todds Corner, where Route 152, Pittsfield to Cambridge, crosses Route 154, is a few miles west of Ripley village. Farming and lumbering are principal activities.

St. Albans—settled about 1800, the Town of Saint Albans (population 1,034), next south of Ripley, was incorporated in 1813 as the 198th town. It annexed part of Hartland in 1821, ceded some of its area to that same town in 1846, and annexed some of Ripley in 1862. Its principal settlement, St. Albans, is situated on Route 43 eastward to Corinna and Old Town, Route 152 northward to Cambridge and Route 24 southward to Augusta. It lies at the southern tip of Big Indian Lake, which dominates the middle portion of the township. The major production here is long lumber, shoe trees and canned goods. Farming also is a principal activity. Great Moose Lake is on its western boundary.

Skowhegan—Shire town of Somerset County, Skowhegan (population 7,403, a gain of 3.4 per cent from 1940) is an historic community on the Kennebec, 18 miles north of Waterville. Its industries include woolen fabrics, wood turnings, lumber and building materials, women's shoes, moccasins, wood toys and novelties, wooden flatware, yarns, and printing. Its several score business and service establishments serve a trading population estimated at more than 35,000 persons, in which area farming, lumbering and small industry are major components. The *Independent Reporter* is its weekly newspaper.

As a highway center at the junction point of Route 2, the major cross-State highway, and Route 201, the historic "Canada Road" between Brunswick on the Maine coast and the Canadian highway to Quebec City, as well as other routes serving all sections of west central Maine, Skowhegan is in a strategic location to benefit from the expanding vacation-travel industry, which it does. Route 150 leads to the Moosehead Lake Region and 147 is a direct route to Lakewood and Solon.

At Skowhegan the Indians speared Atlantic salmon leaping over Skowhegan Falls, which is now a dam and waterpower site for several large industries. Among its major annual attractions is the Skowhegan Fair, one of the largest in the State and still retaining the oldtime flavor with extensive livestock and crop exhibits. The annual "Miss Maine" contest is conducted here.

Skowhegan covers a larger than average township area, 39,763 acres. It was settled in 1771 and set off from Canaan and incorporated as Milburn, the 251st town in 1823. The name was changed to

Skowhegan in 1836. At the eastern end of the town proper, overlooking Great Eddy Gorge of the Kennebec, is Coburn Park, a memorial to Abner Coburn, one of Skowhegan's leading citizens and Governor of Maine in 1863. On the island in the Kennebec where the original town settlement was made, over which Route 2 now passes, is a marker commemorating the passage of Benedict Arnold's men here in 1775, during their march to Quebec.

History House on Elm Street is one of the earliest houses of the community. It has been restored as a museum and contains many of the early records and Americana of the section. The State Reformatory for Women on Norridgewock Avenue was opened in 1916.

In the eastern section of the township, traversed by Route 2, are Eaton Mountain (740), Loomis, Whittemore, Foster, Pratt and Currier Hills, the western side of Lake George (Canaan) and Oaks and Round Ponds. Wesserunsett Stream drains the northern portion of the township.

Smithfield—this township (population 351) contains most of two lakes, North and East Pond, respectively, of the Belgrades Chain, between which Routes 135 and 137, merging from the northwest and northeast at the village of Smithfield, proceed southward as a single road, separating again to approach Belgrade and Oakland, respectively. Between one-quarter and one-third of the township is taken up with these two lakes. Smithfield village, nestling close to the eastern shore of North Pond, is the major settlement. Originally settled in 1784, this town was detached from Dearborn and incorporated with East Pond Plantation in 1840 to form Maine's 348th town. In 1852 a portion was ceded to Norridgewock, at the north. The township is irregularly shaped, following the contours of the lakes and the Kennebec County line, on its southern boundary. Farming, lumbering and the vacation-tourist industry are its principal activities.

Solon—situated 15 miles north-northwest of Skowhegan on Route 147 and on the east bank of the Kennebec, the village of Solon is the major settlement of the Town of Solon (population 746). It is served by the Maine Central, from across the river in Embden. It produces lumber products—boards, hardwood squares, ice cream spoons, cocktail forks and tongue depressors for medical use, and is a center for several camps in the area. This township, settled about 1782, was surveyed and divided into lots about 1792. Its southern half was called Spauldingtown. The town was incorporated (Maine's 173rd) in 1809. Farming and lumbering are its principal activities, as well as the tourist business. It has a high school and library.

Starks—settled in 1774 and named after General John Stark, the Town of Starks (population 422) borders on Franklin County in southwestern Somerset County, next west of Norridgewock. Its southern and eastern boundary follows the Sandy River to its junction with the Kennebec, and proceeds northward along the Kennebec to the southern limits of the village of Madison. The chief settlement, Starks, is on Route 43 from Farmington to Madison. Its major industry is the canning of corn, the Monmouth Canning Company here employing from 150 to 200 people seasonally. This town was created (Maine's 99th) in 1795. Parts were ceded to Industry in 1822, to Mercer in 1835 and 1865 and to Norridgewock in 1907. Farming and lumbering are chief activities in the hilly township. Lemon Stream drains the interior of the township.

## Plantations, Townships, Wild Lands

The remaining three-fourths or more of Somerset County's total area is taken up with plantations, townships and wild lands, organized and unorganized, and for the most part sparsely populated. These townships, all in the northern part of the county and the state, are situated between Piscataquis County on the east and Franklin County and the Province of Quebec on the west, extending northward as far as Aroostook County.

The eastern border slants at first to the north-northwest, then becomes uneven as it follows Moosehead Lake's northwestern edge, after which it proceeds due north. The County's western border proceeds in a north-northwesterly direction to the Quebec border, then becomes uneven as it follows that international boundary-line.

This northern portion of Somerset County is for the most part thickly forested and dotted with lakes and ponds of varying sizes. Near Jackman, the Moose River, Long Pond and related lakes drain eastward into Moosehead Lake, whose waters toward the southwest drain into the West Outlet and the East Outlet, merging in Indian Pond and forming the headwaters of the Kennebec River. Through these townships flow the logs which at different points to the south become pulp and paper that supply much of America with its needs in this respect. Two main roads traverse a part of this region—Route 201 from Bingham northwestward to Jackman and thence to the Canadian border; and Route 15 from Rockwood and thence along the southern border of Long Pond to connect with Route 201 at Jackman Station. From Rockwood, a further road proceeds northwestward to Pittston Farm, at the western tip of Seboomook Lake; and along that lake's southern edge to Seboomook and Northeast Carry. An extension runs northward in Somerset County to Caucomgomoc Lake, just across the Piscataquis County line. From Pittston Farm still another road proceeds northwestward to the Canadian border and St. Zacharil, Que.

The southernmost tier of plantations and townships are Lexington and Concord, both west of Bingham, and Brighton Plantation, east of Bingham. All are lumbering and limited farming areas, with several sporting camps.

Brighton Plantation—was incorporated in 1816 as North Hill, the 218th town, which became Brighton in 1827. Its incorporation was surrendered in 1895, when it was reorganized as a plantation. It is on Route 151, Athens to Mayfield.

Concord Plantation—incorporated in 1821 as the 239th town, reverted to unorganized plantation status in 1935. It is on the west bank of the Kennebec, opposite Bingham and is next north of Embden. It is mountainous and forested.

Lexington Township—was incorporated in 1833 as the 309th town, but the incorporation was repealed in 1885, when it was reorganized as a plantation. After the surrender of that organization in 1935, it became a wild land plantation. Former Route 16 from North New Portland runs south-north through the center of the township, along Sandy Stream. Several major brooks also flow into Gilman Pond on the southern boundary. Several mountains ring the township.

The next row of townships to the north are, from east to west:

Mayfield Township—immediately north of Brighton, was incorporated in 1836 as the 331st town, but the incorporation was repealed in 1887. It was reorganized as a plantation in 1892, but in 1937 that organization was surrendered, leaving it a wild land plantation. Mayfield village on Route 16, Mayfield Pond and Kingsbury Pond are on the southern boundary.

Town of Moscow—(located above).

Pleasant Ridge Plantation—lying west of Moscow and Wyman Lake, was settled in 1786, organized in 1840 (ratified in 1895). It contains several ponds and is a popular sporting camp section.

Highland Plantation—a wild land plantation west of Pleasant Ridge, contains numerous mountains, including Witham Mountain (2,301) and Stewart Mountain (2,671) and many brooks and streams. It, too, is a lumbering and sporting camp section on Old Route 16.

The next tier to the north, east to west, are:

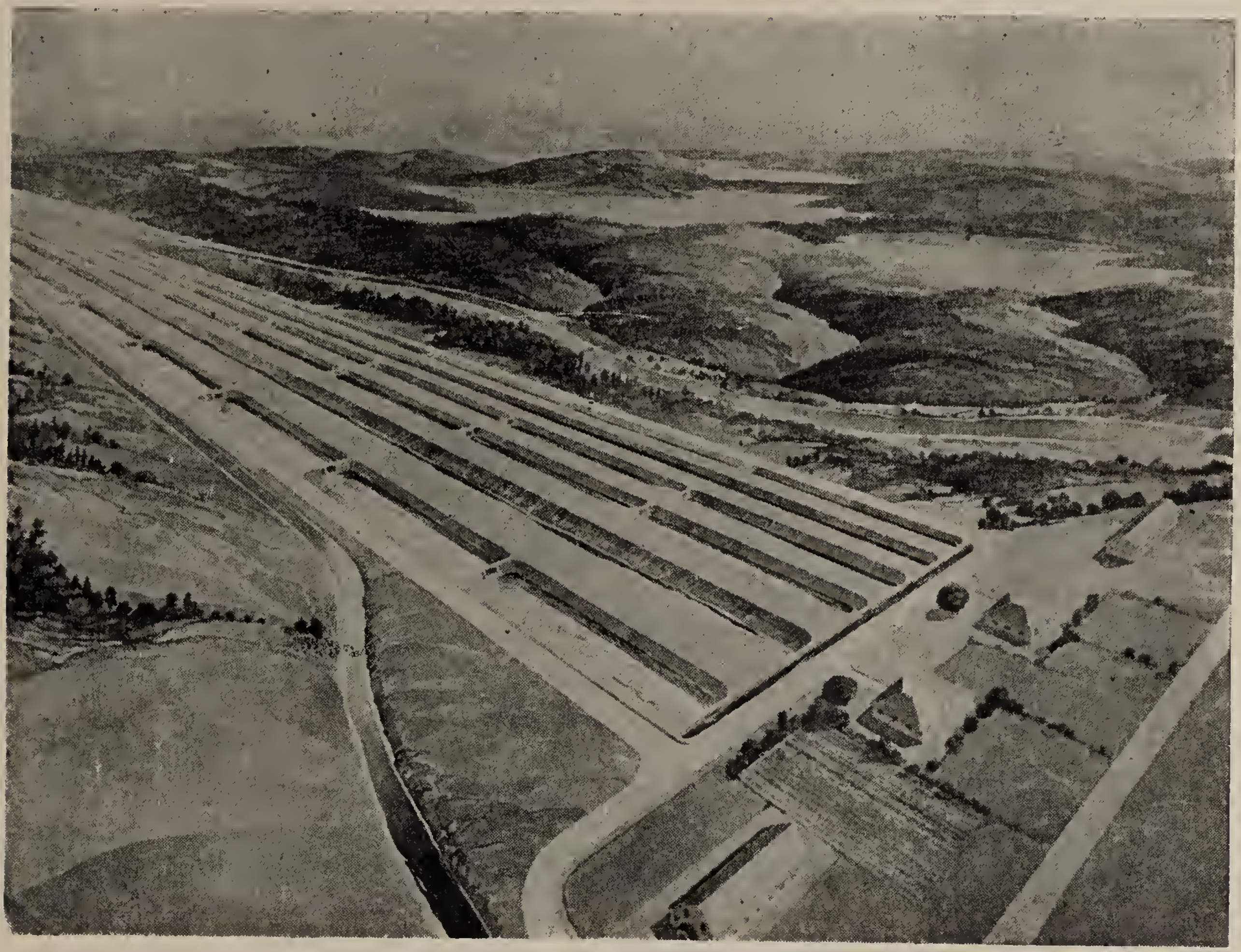
Bald Mountain Township (T. 2, R. 3)—at the Piscataquis County border with Blanchard, contains Austin Pond, Bald Mountain Pond and Moxie Bald Mountain (2,630) with its lookout station, traversed by the Appalachian Trail.

Caratunk Plantation—settled in 1810, was organized in 1840. It contains Moxie Mountain (2,925) and Pleasant Pond at the north. Its western boundary is the Kennebec River, and the settlement of Caratunk is in its northwestern corner, on the river. Route 201 passes northward through the village, connecting with a road over to Pleasant Pond, a small settlement on the pond of that name.

T. 1, R. 3—is a small township on the west bank of the Kennebec, west of Caratunk Plantation and north of Pleasant Ridge Plantation. Carrying Place Stream runs through it and into the Kennebec.

Carrying Place Town (T. 2, R. 3)—contains East, Middle and West Carry Ponds and several mountains ranging up to 2240 feet (Round Top).

Dead River Plantation—to the west of Carrying Place Town, traversed on the east by former Route 16 from southeast to northwest, is now mostly under the waters of New Flagstaff Lake, created in 1950 by the new Central Maine Power Company Dead River Dam. In the southwest are mountain ranges—Bigelow Mountain (4,150), third highest in Maine and Little Bigelow Mountain (3,001).



*Artist's Conception of the Dead River Hatchery, One of the Largest in the World*

Bigelow Township—actually a half township because the Franklin County border has cut off what was formerly its southern half, was formerly the northern half of T. 3, R. 4. It was organized as a plantation in 1894, but the organization was surrendered in 1940. Its northern boundary is New Flagstaff Lake, which submerged its Dead River Valley bogland areas. East Nubble (2442) is in its southwest corner.

The next layer of townships to the north, proceeding again from east to west, are:

East Moxie (T. 2, R. 4)—at the Piscataquis County border, has as its western boundary, Lake Moxie draining northward into Moxie

Stream, an eastern tributary of the Kennebec. A C.C.C. road from Shirley Mills (Piscataquis) runs eastward across its northern edge. This is a popular sporting camp region.

THE FORKS PLANTATION—arched in shape by Lake Moxie to the east and the Kennebec to the west, is named because the "forks" of the Kennebec—namely, the Dead River and the Kennebec itself—come together at its northwestern corner. This plantation was organized in 1895. Its principal settlement is also called The Forks. Here Route 201 leaves the Kennebec to strike northwestward toward Jackman. From Troutdale, on the west shore of Moxie Lake, a toll road follows the lake shore to the northern end of the lake, where the tollgate is situated, then bridges the Moxie River into Moxie Gore and proceeds northward, following the old Maine Central roadbed, since abandoned, to Rockwood, on Moosehead Lake.

BOWTOWN (T. 1, R. 4)—west of The Forks and the Kennebec, contains Dead River Mountain (2,000), Otter Pond Mountain (2,081), and several others. It also contains the two Otter Ponds and several others.

PIERCE POND (T. 2, R. 4)—west of Bowtown, contains large Pierce Pond, as well as Pierce Pond Mountain (2,470), Basin Mountain (2,361), and, to the north, Hurricane Mountain (2,142). The Dead River forms the northern border, it in turn extending northward here to wind its way around the northern edge of Hurricane Mountain and its foothills.

T. 3, R. 4, contains Spring Lake and Flagstaff Mountain with its lookout station and is on the northern side of New Flagstaff Lake.

FLAGSTAFF PLANTATION—which had a village and population of nearly 150 in the past decade, is now mostly under the waters of New Flagstaff Lake. Burnt Hill (2102) is on its northern boundary.

The next row of townships to the north, are, beginning at the Piscataquis County border and proceeding westward:

SQUARETOWN (T. 2, R. 5)—a wild land township east of Little Squaw Mountain township. It is ringed with mountains and ponds.

MOXIE GORE (T. 1, R. 5)—a triangular strip, with the Kennebec at its western boundary as the hypotenuse. Moxie Stream goes into a 90-foot falls here before it enters the Kennebec. Black Brook Pond is largest of several.

WEST FORKS PLANTATION—through which wind the Kennebec and the Dead Rivers, to meet at "The Forks," at its southeastern corner. Route 201 slants diagonally through the township from southeast to northwest, following the Kennebec from "The Forks." This plantation was organized as such in 1893 and has several tourist camps on the main highway.

Lower Enchanted (T. 2, R. 5)—with the Dead River as its southern boundary, contains two main streams, Enchanted Stream and Stony Brook, and, in its northwestern sector, Heald Mountain (2,421) and Granny Cap (2,740). Its general elevation is 1,170 feet.

T. 3, R. 5 contains the southern portion of Spencer Stream, into which Little Spencer Stream flows southward, merging with Dead River at Spencer Rips, at the township's southeastern corner. The Dead River's Grand Falls spills over a dam just below the township line, then the Dead River itself winds its way eastward toward the Kennebec.

T. 4, R. 5, extending to the Franklin County border, contains King and Bartlett Lake in its northeast corner, with King and Bartlett Mountain nearby (2,210), while the Spencer Stream and its tributary streams and ponds wind in a generally southeasterly direction to join Little Spencer Stream and the Dead River in the next township. This, too, is a lumbering and sporting camp township.

The next tier of townships, east to west, are:

Indian Stream Town (T. 1, R. 6)—is a triangular area, Indian Pond and the upper Kennebec forming its northwestern boundary, the lake being formed by a dam between the two townships.

T. 1, R. 6, next township to the west, is bordered by Indian Pond and the Kennebec to the east.

Johnson Mountain Township (T. 2, R. 6)—next west, is bisected by Route 201, touching the southern end of Parlin Pond.

Upper Enchanted Township (T. 3, R. 6)—with Enchanted Pond, Coburn Mountain (3,718), Shutdown Mountain (2,532), and several other ponds.

Hobbstown (T. 4, R. 6)—largely bisected by Fish Pond and Spencer Lake, lying from north to south, with Hardscrabble Mountain (2,360) and Spencer Mountain with its twin peaks (2,208 and 2,410). It has several sporting camps.

T. 5, R. 6, with several mountains ranging above 3,000 feet—Three Slide Mountain (2,734, 3,112 and 3,170) and Tumbledown Mountain (3,542) with its lookout station near the county's northwestern border. Baker Pond is in the southeast corner.

The next rows of townships, east to west, from Moosehead Lake to the western Somerset County border, are respectively:

Sapling (T. 1)—on the Kennebec River East Outlet and Indian Pond; Misery (T. 2); Parlin Pond (T. 3), crossed by Route 201; T. 4, T. 5 and Appleton (T. 6), all in R. 7. They contain many mountains and streams and have several sporting camps.

Misery Gore—a long, exceedingly thin triangular wedge north of Sapling, Misery and Parlin Pond.

SANDBAR TRACT—(a tiny strip next to a small bay of Moosehead Lake), ASKWITH (T. 1), SANDWICH ACADEMY GRANT (T. 2), and LONG POND (T. 3), JACKMAN PLANTATION, ATTEAN POND (T. 5) and HOLEB (T. 6), all in R. 1. This row of townships contains Long Pond and the settlement of Jackman and its airport, Route 201 passing northwestward here through Jackman Station, Jackman and Moose River. It is the center of an extensive lumbering and sporting camp region.

ROCKWOOD STRIP—extends as a thin wedge westward from Moosehead Lake at Rockwood and The Birches and to the extent of two ordinary townships.

TOMHEGAN (T. 1), BRASSUA (T. 2), THORNDIKE (T. 3), MOOSE RIVER PLANTATION, DENNISTOWN PLANTATION and FORSYTH (T. 6), all in R. 2.

LITTLE W and BIG W (a campsite and cottage area at the head of Moosehead Lake, containing Ogontz and Seboomook)—WEST MIDDLESEX CANAL GRANT (T. 1), SOLDIER TOWN (T. 2), ALDERBROOK (T. 3), BALD MOUNTAIN (T. 4) and SANDY BAY (T. 5), in R. 3, Sandy Bay having mountains of 3,000 feet and more in height along the boundary with Frontenac County, Quebec.

SEBOOMOOK, PLYMOUTH, PITTSTON ACADEMY GRANT—(these three containing Seboomook Lake), HAMMOND, PRENTISS and BLAKE GORE, all in R. 4.

The next row is uneven, as Somerset County takes a directly northward turn in its northernmost portion:

ELM STREAM—(T. 4, R. 16); T. 4, R. 17; T. 4, R. 18; DOLE TOWNSHIP (T. 3, R. 5); and T. 4, R. 5, the last-named a mere strip at the border of Beauce County, Quebec.

From this point the "ranges" run north and south instead of east and west, as formerly. Range 16, at the Piscataquis County border, as it extends northward to the Aroostook County line, thus contains Townships 5, 6, 7, 8, 9 and 10.

Similarly, Range 17 contains a series of townships of the same numbers—5 to 10 inclusive.

The same series of township numbers, in Range 18, farther west, concludes with Township 9, as the Quebec border crowds eastward at that point; while T. 10 in R. 17 extends wholly westward to the international boundary-line.

Range 19 contains only Townships 5, 6, 7 and 8, the first and last of which are considerably reduced in size.

And Range 20 has only a single Township—T. 5.

In this vast wilderness area of some 1,800 square miles north of the Jackman-Rockwood latitude are the headwaters of the Kennebec, Penobscot and St. John River systems in scores of lakes, ponds, streams and river branches set among the forested mountain ranges which extend to the Canadian border. Except for the Great Northern Paper Company's main truck roads, open to the public, pontoon-equipped planes, canoes or hiking are the only means of traversing this northwestern Maine section.

# WALDO COUNTY

ON THE western shore of Penobscot Bay and the mouth of the Penobscot River stretching from the Camden Hills on the south to the head of ice-free winter navigation at Winterport, Waldo County in south central Maine comprises an area of 749 square miles extending back into an inland farm and lake country bordered by Knox, Lincoln, Kennebec, Somerset and Penobscot Counties.

Focal point in the County is the City of Belfast, county seat, seaport town and hub of a network of roads radiating to all sections of the County. On the seaward side, Belfast also is a hub for small boat traffic from the islands to the east and southeast in Penobscot Bay and thus serves as a commercial and shopping center for an area within a wide land and sea circle from the city center.

Along the shores of Penobscot Bay and River are a series of other seaport, fishing and resort towns, while back from the coast is a rolling farm, lake and mountain region, where apples, potatoes, vegetables, poultry farming and dairying combine with lumbering and resort activities to provide a healthy economy for Waldo County residents. Its shoreside quarries have provided granite for paving blocks and buildings in some of the largest cities of the nation. Lumber, shoes, canned goods, wood products, cooperage, hardware, quarrying, boats and fertilizer are among its chief industrial products.

U. S. Route One enters Waldo County from Camden, skirting the bay shore through Lincolnville and Northport, both popular resort and farming towns. From Lincolnville, a ferry services Islesboro, largest island on this section of the coast, an exclusive summer colony and yachting center noted as the richest town in the County. An auxiliary road from Camden, Route 137, follows the northern side of Megunticook Lake to Lincolnville Center and Belfast, passing through a beautiful rolling hill and lake area.

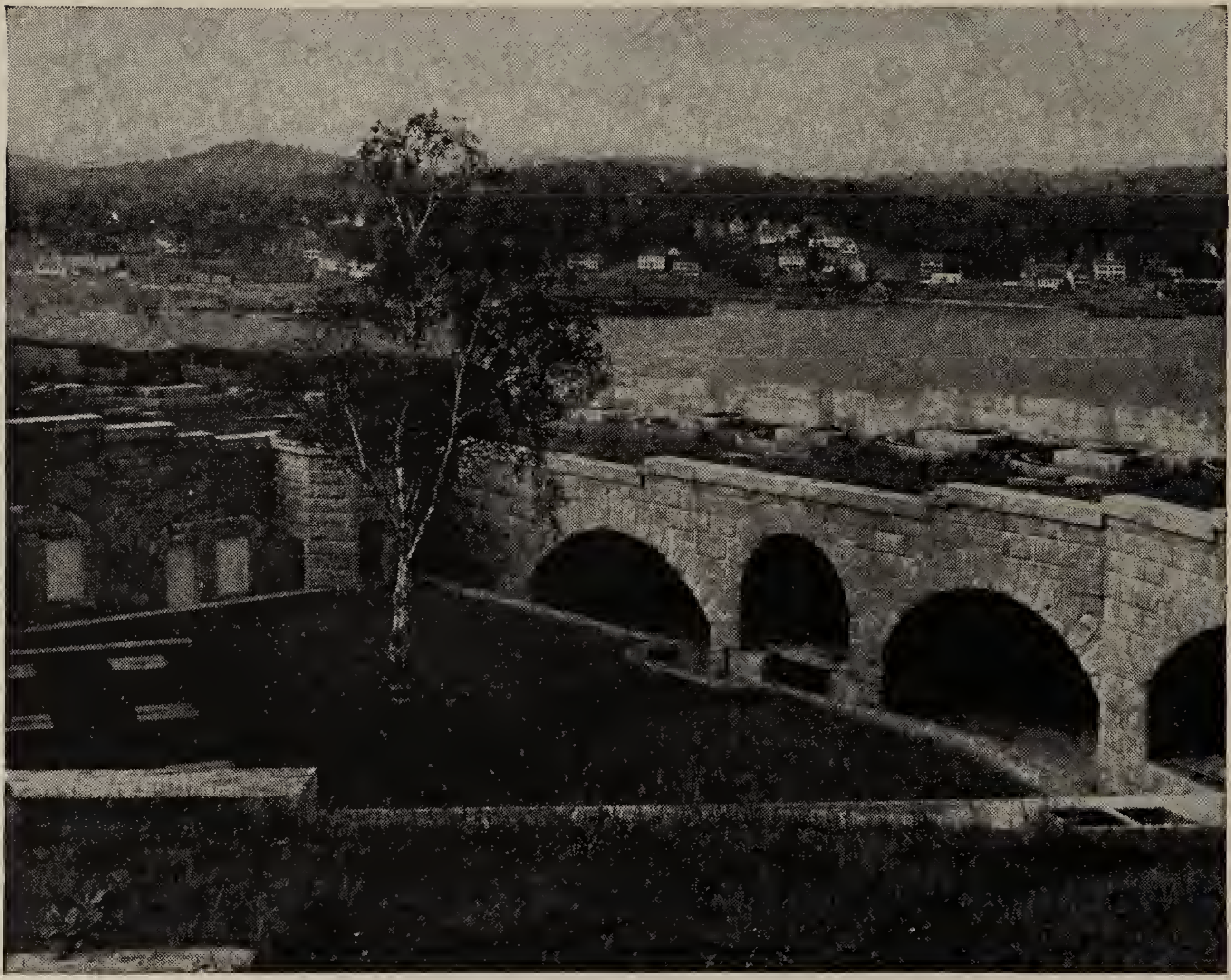
Belfast is situated on a side-hill sloping gradually to the shores of Belfast Bay and the Passagassawaukeag River, its highest points commanding a sweeping view over the island-studded waters of Penobscot Bay. Many fine old mansions sheltered by stately trees recall past days of mercantile and seafaring prominence. A 15-acre city park is directly on the shore of the Bay and has modern facilities for trailers, camping, swimming and other recreational activities.

Belfast also is the southern terminus of the famous Belfast-Moosehead Lake Railroad, bisecting the County to Burnham Junction, where it connects with the Maine Central Railroad. New shoe factories now are important in the economic activity of the area. The important poultry industry in this section is being highlighted by an annual Maine Broiler Day.

North of Belfast is Searsport, home of sea captains in former days and ocean shipping point for the Bangor and Aroostook Railroad. During World War II it was one of the most important embarkation ports for war materiel in the nation. A large oil terminal is being developed there to supply northern and eastern

Maine from the world's largest tankers. Here also is the Penobscot Marine Museum, the most valuable historical depository of its kind in the State.

Stockton Springs, with its nearby resort section of Fort Point, and Prospect, on the western approach to the Waldo-Hancock Bridge over the Penobscot, are village centers for nearby farming and resort areas. Near Prospect is Fort Knox, a massive structure of Mt. Waldo granite, commanding one of the most beautiful views on the Penobscot River. On the road to Frankfort are the surface quarries of Mt. Waldo, from whence has come much of the finely-polished granite for Government buildings in Washington, New York's Church of St. John the Divine, Boston's New England Mutual Building and many others.



*Fort Knox, Prospect*

Winterport is an historic town of fine homes, including the Blaisdell homestead, built in 1789 and designed by Christopher Wren, famous English architect. At the head of winter navigation on the Penobscot, it once was an important shipbuilding community and seaport, which activities still are carried on to a limited extent.

One of the principal highways into Belfast from the west is Route 3 from Augusta (Kennebec County). This traverses the Waldo County towns of Palermo, Montville, Liberty, Searsmont and Belmont. Belmont's Tilden Pond is a popular summer resort, while Lake

Quantabacook between Searsmont and North Searsmont, has many cottages and offers charming scenery on all sides. Ben Ames Williams has his farm home near the village and does much of his writing here. Liberty on St. George Lake, is the site of the 3,793-acre St. George State Park, which stretches over into adjoining Montville and is a popular fishing section. Palermo is near Sheepscot Lake, also a widely-known fishing and hunting area.

Waldo, Brooks, Knox, Morrill, Freedom, Thorndike, Unity and Troy and Burnham are in the central and northern sections of the County, in an area served by the Belfast and Moosehead Lake Railroad. All are inland farming and small industry towns and shopping centers, with lakes, streams and groves attractive to recreation-seekers. Unity Lake is rated as one of the best black bass and brown trout fishing waters in this section of Maine.

Swanville, on Swan Lake, is noted for its salmon fishing, while Monroe and Jackson, also in the northeastern section of the County, are farming and lumbering communities.

Waldo was set off from Hancock County February 7, 1827, and part of it was set off to Knox County in 1860. It is named for General Waldo and contains one city and 25 towns. Its population in 1950 was estimated at 21,389, a 1.1 per cent gain over 1940.

## Scenic Routes

COASTAL: Route One, (from Camden, Knox County), Lincolnville, Northport, Belfast, Searsport, Stockton Springs, Prospect, Frankfort and Winterport to Bangor (Penobscot County). Route One-A, Stockton Springs to Waldo Hancock Bridge over Penobscot River.

INLAND: Route 3, Belfast, Belmont, North Searsmont, Liberty and Palermo to Augusta (Kennebec County).

Route 137: (From Camden), Lincolnville Center, West Northport, Belfast, East Knox, Knox Center, Knox Corner and Freedom to Albion (Kennebec County).

Route 139: Winterport, Monroe, Brooks, Thorndike, and Unity to Benton (Kennebec County).

Route 220: (From Waldoboro, Lincoln County), Liberty, Montville, Knox Corner, Thorndike, Unity and Troy to Detroit (Somerset County).

Route 7: Belfast, Brooks and Jackson to Dixmont (Penobscot County).

Route 141: Belfast to Swanville and Monroe.

PROMINENT MOUNTAINS AND HILLS: Brooks, Oak Hill (855); Taggett Hill (840). Frankfort, Mt. Waldo (1062); Mosquito Mountain (545). Knox, Aborn Hill (1001). Liberty, Coon Mountain (740). Lincolnville, Bald Rock Mountain (1100); Garey Mountain (760); Derry Mountain (760); Ducktrap Mountain (740); and Moody Mountain (860). Monroe, Houstus Hill (797); Bear Hill (841); Clement Hill (746); Irish Hill (646); Robertson Mountain (640). Montville, Frye Mountain (1200), fire lookout tower; Spears Mountain (1100); Haystack Mountain (840); Twitchell Hill (860); Hogback Mountain

(1115). Northport, Mt. Percival (600). Prospect, Eustis Mountain (545); Hegan Mountain (560); Mack Mountain (605). Searsmont, Levenseller Mountain (1100). Searsport, Mount Ephraim (720). Thorndike, Files Hill (880). Winterport, Snow Mountain (742).

PROMINENT LAKES AND PONDS: Belmont, Tilden Pond, Cross Pond. Brooks, Sanborn Pond. Burnham, Sebasticook River, Unity Pond. Freedom, Sandy Pond. Liberty, St. George Lake, Stevens Pond, Cargill Pond. Lincolnville, northern part of Megunticook Lake, Norton Pond, Coleman Pond. Northport, Pitcher Pond. Palermo, Sheepscot Lake, Branch Pond, Chisholm Pond. Searsmont, Quantabacook Lake, True's Pond. Swanville, Swan Lake, Toddy Pond. Troy, Carlton Pond, Unity, Unity Pond.

### Recreation

Swimming: Local beaches on Penobscot River and Bay. Belfast City Park swimming pool. Also all lakes and ponds.

Salt water fishing: Local arrangements and charters from ports, harbors and islands.

Fresh water fishing: Most lakes, ponds and streams. (Cf. official annual booklet of Department of Inland Fisheries and Game).

Canoeing: All lakes, streams, rivers and bays.

Sailing and yachting: All coastal points and harbors. Yacht clubs at Northport (Bayside); Dark Harbor (Islesboro).

Golf: Burnham, Lake View Gold Course (9-36); Islesboro, Tarratine Club of Dark Harbor (9-37); Northport, Northport Golf Corporation (9-36).

Tennis: Various resorts, hotels and country clubs.

Hiking and mountain climbing: Local trails and roads.

Race tracks: Morrill, Honesty Grange Fair Grounds.

Public parks: Lake St. George State Park, Liberty. Picnicking, bathing, camping, boating and fishing; trailers; Route 3. Frye Mountain Area, Montville and Knox, fire lookout tower.

Camp sites; Belfast, City Park, 15 acres, trailers, camping, swimming. Palermo, Sheepscot Lake, Route 3, trailers, swimming, canoeing.

General and leisure: Prospect, Fort Knox, Route 174, 124 acres, picnicking. Stockton Springs, Sandy Point bathing beach and picnic grounds. Winterport, Flat Rock, public swimming pool.

### City

BELFAST—Belfast, shire town of Waldo County, is one of the most attractive and historic of Maine's coastal communities, situated on the northwestern shore of Penobscot Bay at a point about equidistant in road mileage from Kittery and Calais, western and eastern Maine ends of U. S. Route One. It is situated on a broad, easy slope descending to the Bay and commands a broad panorama of this largest of Maine's coastal indentations. From the highest points in the city unfold island-studded views southward and eastward to Deer Isle, Blue Hill and Mt. Cadillac on Mount Desert Island.

Spread over 21,280 acres, its 120 miles of excellent streets and highways are lined with more homes of the "mansion" type than any other Maine community, impressive evidence of the city's past commercial prosperity, when its spacious harbor was a "forest of masts" and when it produced ships and men who traded on the Seven Seas. Elm-shaded streets and spacious lawns also are being retained in the extensive new home developments of the past quarter-century.

Within a half-mile of the business center, on the shore of the Bay, is a 15-acre city park, with swimming pool, trailer facilities and complete playground equipment. All waterfront, ocean and land sports are available, including an excellent, scenic, nine-hole bayside golf course in adjoining Northport, next south. Considerable "face-lifting" has been in progress in the business section during the past five years following World War II, with a number of new storefronts, a large, new supermarket and other similar building improvements either completed or in process.

(Rodney Photo)

*The Swimming Pool in Belfast's Waterfront Park*

From its central location, Belfast early became the hub of a network of roads to nearby sections of Waldo County, as well as U. S. Route One, which passes through the center of the city, and cross-state Route 3, the main road to Augusta, the State Capital. Its location also made Belfast a trading and shopping center for nearby coastal and inland towns, as well as for the several large island communities in the Bay.

With a population of 5,927, a gain of 7 per cent over 1940, more than a score of small and medium-sized industries employ a normal working population of more than 1,000 persons. Products include shoes, infants' wear, leather goods, lumber, hardware, barrel staves, sash and trim, poultry packing, sardines, beverages, printing, sails and awnings, and wood turnings. Three Bay tug boats also are berthed here. Nearly 200 retail and service establishments, hotels, inns and guest homes also add to the economic activity.

Extensive agricultural operations in nearby Waldo County also center on Belfast, with the poultry industry, dairying, blueberrying and the largest strawberry pack operation in Maine adding to basic income funneling through the county seat. Lobstering and small boat fishing, though not on as extensive a scale as in former years, still is being carried on to a limited extent.

Unique also to Belfast is the Belfast and Moosehead Lake Railroad, the only city-owned railroad in the Nation serving a single city. On its 33.7 miles of track to Burnham Junction, where it connects with the Maine Central Railroad and the other lines of the Nation, mixed trains make two round trips a day, carrying every type of commodity as well as passengers. Trains average about six cars a run, including tank cars for oil and others for collecting milk.

The *Belfast Republican Journal* is the second oldest weekly newspaper in Maine, one of six in the State to be awarded the coveted AAA rating of the American Weekly Newspaper Publishers' Association. Also published in the same plant is the *Maine Coast Fisherman,* a monthly tabloid of more than 15,000 circulation and in growing demand in maritime circles throughout North and South America and Hawaii. It is the only complete chronicler of the important Maine maritime and commercial fishing industry.

Fifteen years of the city manager-council form of administration have placed Belfast on an even keel in municipal affairs. Its financial structure, in which the bonded indebtedness of the Belfast and Moosehead Lake Railroad is an important feature, has been stabilized and steady progress has been made on road improvement, physical equipment and community services. J. Merton Wyman is present city manager, succeeding James O. Fenner, both veterans in town management. The city also has a modern school system, rated as one of the best in the State for a community of its size. The modern Crosby High School accommodates nearly 500 pupils in a six-year course and the city has a public library of 30,000 volumes and the Waldo County Law Library of 5,500 volumes. There are also two hospitals, the Waldo County General Hospital and the Bradbury Memorial Hospital, as well as two asylums, the Girls' Home and the Home for Aged Women.

Belfast has five churches of the major denominations, with active auxiliary organizations. The mixed chorus of 40 voices of the Belfast Baptist Church has an outstanding State reputation and participates in many community concerts. An active Garden Club, Art Club, BPW Club and Rotary, Lions and veterans organizations are among the major community organizations. A large Masonic Building is the center of Masonic activities for the area, and the Waldo County

Shrine Club has its own headquarters on Northport Avenue overlooking the Bay.

The city also is an enthusiastic sports center, with an extensive high school sports program, a Youth Center in which hundreds of local young people find recreation, softball and baseball teams, bowling leagues, two basketball teams and other sports groups.

Besides the railroad and its strategic highway and waterway location, Belfast also has an excellent airport one mile southwest of the city, with two runways of 3,500 and 4,600 feet, at a high elevation and generally fog-free when other coastal fields are closed in.

The city is adequately served as to banking facilities, with the local First National Bank and a branch of the Merrill Trust Company of Bangor, both of which have had a constant increase in deposits over the past 15 years.

Belfast was settled in 1769 by Scotch-Irish settlers who came there after first locating briefly in Londonderry, N. H. It was named for Belfast, Ireland, by one of these settlers. The British drove them away in 1779, but they returned to make their settlement permanent in 1784. It was again invested by the British in 1815 for a brief period. It was incorporated in 1773 as the 26th town and a part was set off to form part of Searsport in 1845. It was incorporated a city in 1850 and adopted the city charter in 1852. It still elects a mayor under the city manager-council form of administration.

Prominent residents of Belfast have included Albert W. Stevens of stratosphere fame and Admiral William Veazie Pratt, former commander-in-chief of the U. S. Navy. Historic homes include the Pratt Mansion (1812); Blaisdell Mansion, built from Christopher Wren designs; the Sexton House (1179); Field House (1807); Johnson House (1801); Otis House (1800); Stephenson's Tavern (1800); Clay House (1825); White House (1825); Williamson House (1840); and Jeremiah Evans House (1827).

Little River is on Belfast's southern boundary with Northport, while Belfast Bay is at the mouth of the Passagassawaukeag River, whose tidal inlet forms the city's harbor. Outlying village sections include Head Tide, City Point, Simpsons Corner, Poors Mill, Holmes Mill and Shermans Corner. The Passagassawaukeag River drains the western area of the township and the Little River, the southern. Wescot Stream, the two Mason Ponds and Goose River drain the northeastern part of the township on the northern side of the large tidal river. Nearly a score of tourist inns, motels and cabin colonies line Route One on both sides of the city center.

## Towns

BELMONT—Belmont is a small farming, lumbering and summer camp town of 6,736 acres and 258 population next southwest of Belfast, with less than a dozen stores and service establishments. Tilden Pond, outletting into Ducktrap River, is in the center of the gently rolling and mostly wooded township. Village centers are Belmont Corner, crossroads of Route 3 and 131, and Greers, Halls, Vickerys and Butlers Corners, all local crossroads. An extensive swamp area covers the eastern section of the township. Belmont was settled in 1790 and incorporated in 1814 as the 201st town. Part was set off to form Morrill in 1855.

**Brooks**—Brooks is a farming and lumbering town 12 miles northwest of Belfast, on the Belfast and Moosehead Lake R. R., on Route 7 from Belfast, and on Route 139, Winterport to Unity. It has a canning plant, a wood novelty shop, several saw mills and more than a score of retail and service establishments. Local roads branch off the main highways to the various farm, pond and woodlot sections.

Stantial and Meadow Brooks and Marsh Stream drain the northern section of the township. Brooks Village is located in Marsh Stream Valley. In the southwestern section of the township are Lake Passagassawaukeag, Halfmoon, Ellis and Sanborn Ponds. Dead Brook drains the eastern section of the township. Oak Hill (855), Taggett Hill (840) and Pond Hill (840) are among the elevations in a generally hilly and forested terrain.

Brooks was settled in 1798 and incorporated in 1816 as the 219th town. Parts were set off to Swanville in 1841, and to Monroe in 1844 and 1883.

**Burnham**—Burnham is a farming, lumbering and summer camp town at the northwestern tip of Waldo County, northern terminus of the Belfast and Moosehead Lake R. R. and junction point of this line with the Maine Central Railroad. The Sebasticook River forms most of the western and northern boundary of the township with Clinton (Kennebec County) and Pittsfield (Somerset County). Burnham Junction, the principal village area, is located in a western extension of this boundary line, on the west bank of the Sebasticook River and on joint Routes 11 and 100, the principal highway between Waterville and Bangor. Other village sections are Winnecook and Reynolds Corner, in the southeastern area of the township, and Twitchell Corner, in the center.

Twentyfive Mile Stream and Meadow Brook drain the central and southern areas of the township and the western shore of Unity Pond lies in the southeast corner. From Twitchell Corner a local road runs along a ''Horseback'' ridge, or esker, northeast to the Detroit town line, with extensive swamp areas on either side. Beartrap Brook drains this area northerly. Twentyfive Mile Stream is the outlet of Unity Pond into the Sebasticook River. Lumber and furniture mills and several youth and adult vacation camps are among the activities of the town, which has a population of 707, a gain of 10 per cent over 1940.

Burnham was settled in 1795 and incorporated the 256th town in 1824.

**Frankfort**—Frankfort is a farming, lumbering and granite quarrying town on the northeastern border of Waldo County. Its small village is located on Route One at the head of a small harbor on Marsh Bay, a tidal inlet of the Penobscot River. A century ago it had a population of more than 4,000, due to its shipbuilding and quarrying activities, but this figure has dwindled to 580, which is, however, a small gain over the past 20 years. It was first settled in 1760 and by the time of the Revolutionary War, in 1779 a considerable number of ships tied up or under construction in its harbor were destroyed by the British Navy. The British bombarded the settlement again in 1814 and occupied the village.

Demand for granite in the building of American cities led to development of quarries on Mt. Waldo (1062) and Mosquito Mountain (545), both along Route One, and one stone cutting plant, plus the remains of piling of the several large wharves, may be seen today. Local roads lead from Frankfort Village to the various farming and old quarry sections in the central and western parts of the township. Treat Hill (370) is on the peninsula formed by Marsh Stream, which flows through the village, and the Penobscot River, which here widens out into a large bay.

Frankfort now has a sawmill and several retail and service establishments. It was incorporated the 70th town in 1799 and included the present towns of Prospect, Winterport and Hampden and parts of Belfast, Searsport and Stockton.

**Freedom**—Freedom is a farming, canning, lumbering and wood products town of 466 population on the west central border of Waldo County. Route 137, through Freedom Village in the northeastern corner of the town, is its principal highway, with other local roads connecting with adjacent townships. Sibley Corner and Thurstons Corner are lesser village sections. Sandy Pond is just south of Freedom Village in the northeast corner and Beaver Ridge (940) runs along the eastern section of the township from southwest to northeast.

Freedom was settled in 1794 and incorporated the 196th town in 1813.

**Islesboro**—Islesboro is a farming, fishing and resort island township in the center of Penobscot Bay, east of Northport and Lincolnville. Formerly known as Long Island, it was settled in 1769 and incorporated the 61st town in 1789. It consists of two islands, North and South Islesboro, connected by a narrow neck of land, and also includes Seven Hundred Acre Island, Hutchinson, Hog, Flat Seal, Warren, Spruce, Minots, Middle, Job, Ensign, Lime, Lasell, Saddle and Mark Islands.

On North Isleboro Island are the villages of Pripet, formerly Limekiln Landing, and North Islesboro. On South Islesboro Island are the villages of Islesboro and Dark Harbor. A modern car ferry runs from Lincolnville to Grindel Point, on South Islesboro Island, from which more than 40 miles of local roads lead to the principal villages and shorepoints of the two islands, which are 13 miles long. The islands are deeply indented with bays and coves, surmounted by jutting headlands.

Most of the township is forested and it contains many large summer estates of wealthy American families, principally from the New York and Philadelphia areas. A nine-hole golf course and several tennis courts are maintained, while at Dark Harbor is a unique tidal swimming pool, controlled by tide gates, in a small cove fringed with evergreen trees. Turtle Head and Turtle Head Cove are at the northern tip of the large island, which also has fresh water Meadow Pond. On the eastern side of the northern island are Coombs Point, Parker Cove, Ryders Cove, Sabbathday Harbor, Bounty Cove and Islesboro Harbor. On the western side are Crow Cove, Seal Harbor, Sprague Cove and Marshall Point. Shore points on the southern island are, on the eastern side, Hewes Point, Pendleton Cove, Dark Harbor, Gull Point and Boardmans Point, at the southern tip; on the western side are Ames Cove, Gilkey Harbor, Sherman Point, Broad Cove, Grindel Point, Gooseberry Point and Crow Cove.

Several hotels, a boat yard, sawmill and more than a dozen retail and service establishments are located in the township, which also has a high school. Population in 1950 was 526, a decline of 26.7 per cent from 1940.

JACKSON—Jackson is a farming and lumbering town on the north central border of the county and with mostly forested and hilly terrain. Route 7, Brooks to Dixmont, is its principal highway, with other local roads serving the various farm and woodlot areas. Jackson on the eastern side of the township, is the principal village section, just east of Jackson Corners, the junction of Route 7 and the Jackson Village road. Principal watercourses are Marsh Stream North Branch, and Meadow, Penny and Great Farm Brooks.

Jackson was settled in 1798, organized in 1812 and incorporated the 229th town in 1818.

KNOX—Knox is a farming and lumbering town 12 miles northwest of Belfast, on Route 137 and with local roads leading to adjacent areas of Brooks, Thorndike, Freedom, Montville and Waldo. The Belfast and Moosehead Railroad crosses its northeastern corner, with a station on the northern township boundary. East Knox, Knox Center and Knox Corner, all on Route 137, are the principal village sections. Knox Ridge, rising to 620 feet in the northwestern section, and Aborn Hill (1001), in the northeast, are the highest elevations in a generally hilly, forested township. Dutton and Mixer Ponds and part of Sanborn Pond are in the southeast corner.

Knox was settled in 1800 and incorporated the 231st town in 1819, named in honor of General Knox. Part of Thorndike was annexed in 1831 and part of Montville in 1833. Its 1950 population was 445, a decline of 5.5 per cent from 1940. Part of the Frye Mountain area of Lake St. George State Park is in its southwestern area.

LIBERTY—Liberty is a farming, lumbering and sporting camp township on the southwestern border of Waldo County, featured by large Lake St. George and its State Park area in the northwestern corner, which has facilities for camping, bathing, picnicking, trailers and boating, as well as a winter sports development with ski tow. Route 3, Augusta to Belfast, passes through the State Park area. Cargill and Stevens Ponds are east of Lake St. George. Liberty Village, on Route 3 between Lake St. George and Stevens Pond, and

South Liberty, on Route 105 to Camden and 220 to Waldoboro, are the principal village areas.

Coon Mountain (840), between Cargill Pond and Stevens Pond, is one of the town's highest elevations. The Sheepscot River crosses through the northwest section of the township, the Medomak River through the southwest and Fish Brook through the southeast. The township is heavily wooded, hilly in the western section and flat to rolling on the eastern side. Liberty has a blueberry canning plant, several sawmills, a barrel stave shop, several summer hotels and cabin establishments and nearly a dozen retail and service businesses.

It was settled in 1800, and incorporated the 272nd town in 1827. Part of Montville was annexed in 1876. Its 1950 population of 493 was a slight decline from 1940.

Lincolnville — situated on the southern boundary of Waldo County, Lincolnville, with a population of 872, has three major settlements—Lincolnville and Ducktrap, both on the shore of Penobscot Bay, and Lincolnville Center, in the western portion of the township. Charles Dana Gibson, who established a summer home on Seven Hundred Acre Island (Islesboro) in Penobscot Bay many years ago, sketched the "little red schoolhouse" in Lincolnville Village, along with its teacher and pupils. The Meeting House at Lincolnville Center is one of the oldest in Maine. Although the shore, like most of the Maine coastline, is rocky, Lincolnville Beach, a pebbly, boulder-strewn stretch, is within a short distance of Lincolnville, on Route One. Originally settled in 1780 and incorporated in 1802 as Maine's 136th town, the Town of Lincolnville was known in past times as Ducktrap and Canaan. Route One, traversing the shore line, passes through Lincolnville village, while from Camden to Belfast a "back route," State 137, cuts through Lincolnville Center. The Ducktrap River flows southeastward through the township, with its mouth at Ducktrap village. Coleman Pond, Norton Pond, Moody Pond and Megunticook Lake are among the bodies of water taking up 1,139 acres of inland water surface in this township, and near the coast are Ducktrap Mountain (740) to the north and Bald Rock Mountain (1,100) to the south, as well as Garey Mountain (760) and Derry Mountain (760).

Lincolnville is a farming, resort and lumbering town, with several sawmills, youth camps and tourist places. It has more than a dozen retail and service establishments and is the mainland terminus of the Islesboro car ferry.

Monroe—Monroe, bordering on Penobscot County, to the north, is a farming and lumbering town with a population of 592. It is traversed by Marsh Stream and its North Branch, along which lies the village of Monroe, reached by Route 141 from Belfast, Routes 139 from Bangor and Benton. The township is hilly in character, with numerous rises up to 700 feet above sea level. Monroe Center, the other major settlement, lies in the Marsh Stream valley between Parker and Webber hills, the former about 530 feet above sea level. The town was settled about 1800, and was first organized politically in 1812 as Lee. It was incorporated in 1818 as the 224th town. Part of it was separated off and added to Brooks in 1823. Part of Brooks was annexed in 1844 and again in 1883, and part of Frankfort in 1863. It has two sawmills, a high school and several retail and service shops.

Montville—incorporated in 1807 as Maine's 162nd town, Montville was once called Davistown after its settlement in 1780. Part of what was originally Montville was separated off to be added to Knox in 1833 and, in 1836, came establishment of the present boundaries between Montville and Freedom. In 1876 a portion of it was added to the Town of Liberty. The village of Center Montville connects with Route 220 from Friendship, in southern Knox County, thence north to Thorndike and Unity.

Most of the township is hilly and wooded. Hogback Mountain, in the west central portion, rises abruptly to a height of 1,115 feet above sea level. Several other mountains reach a height of 700 or 800 feet. Halldale and North Montville Church are near the northern extremity of the town. Its population declined from 605 in 1940 to 216 in 1950, a loss of 64.3 per cent. Montville and Knox together contain a section of Lake St. George State Park, with Lookout Station, Frye Mountain, being in northeastern Montville and southern Knox. Montville is a farming and lumbering township, with several retail and service places. South Montville village is in the southeast corner of the township near Trues Pond and on a local road between Liberty and Searsmont.

Morrill—settled in 1790, the Town of Morrill was incorporated in 1855 as Maine's 392nd town. It is situated in south central Waldo County. Its principal settlement, Morrill, is situated in the eastern portion of the town, along Poland Stream. About 20 per cent of the township is bog, Smith's Millpond Bog extending to the west of Morrill village. Near Morrill, some poultry processing is centered. The town's population is 306, with farming and lumbering the principal pursuits.

Northport—four miles south of Belfast, on Route One, along Penobscot Bay, the Town of Northport is a noted resort area for summer visitors, although the year-around population is only 571. Saturday Cove, which forms a sizeable indentation along the coastline, commands a view of Hog Island, Seal Island and Flat Island and Islesboro beyond them, while a little to the north, around a curve of the coast, is Northport Camp Ground, a center for religious gatherings. Northport village, situated just south of Saturday Cove, on Route One is the leading settlement of the town; and to the north, near the Camp Ground, is East Northport, just north of which the Little River empties into the Bay. Northport was originally settled in 1780, and was formerly known as Ducktrap. It was incorporated in 1796 as Maine's 105th town.

The town is filled with numerous ponds, streams and inlets from the coast, while it is rather hilly in character, even near the coastline, with some heights rising to more than 720 feet above sea level. Northport's population in 1950 was 571. It has several tourist establishments and a half-dozen retail and service places. Pitcher Pond is on its southwest boundary with Lincolnville.

Palermo—settled in 1778 by pioneers from New Hampshire, Palermo was at one time known as Sheepscot Great Pond, then simply as Great Pond. It was incorporated as Maine's 156th town in 1804. Its boundary with China was fixed in 1830, and in 1854 a portion of Palermo was separated off to be added to Washington, in Knox County. Palermo Post Office and village are situated at the southern tip of Branch Pond, on the Kennebec County border, along Route 3 from Augusta to Belfast. Specialties of this community are rough and finished lumber and cedar shingles. A little to the east of Sheepscot Pond, in southern Palermo Township, is East Palermo, also on Route 3. In the northern part of the township, which is hillier, is North Palermo. This town's population is 508 and farming, lumbering, hunting and fishing are economic mainstays. Prescott, Bowler, Bear, Foster and Chisholm Ponds are in the northeastern section of the township, which is drained by several watercourses of the upper Sheepscot River system.

Prospect—at the easternmost border of Waldo County is the Town of Prospect, with a population of 392. The eastern boundary is the Penobsoct River. Situated on a knob of land which extends out into the river at that point is Fort Knox State Park, once the site of Fort Knox, projected during the days when the boundary dispute with Great Britain was a heated affair. Although work on the fort was not begun until 1846, after that dispute was over, and the fort never was finished, troops were trained here during the Civil War. The fort is of Mount Waldo granite, and commands a beautiful view of the river. Routes One A, 3 and 174 lead to the State Park area, while Route One leads through Prospect village, at the center of the town. To the northwest of the village is Mack Mountain (605), which forms one of the points of a triangle with its two neighbor mountains across the Frankfort town border—Mosquito Mountain (545) and Mount Waldo (1,067), famous for its quarries. Marsh Bay and the Marsh River cut deeply into Prospect Township from the Penobscot, extending all the way to the village and to marshy areas beyond. Prospect, settled in 1759, was incorporated in 1794 as the eighty-fifth town.

Prospect Ferry is a small village area north of Fort Knox. Just south of the fort is the western end of the Waldo-Hancock toll bridge, from which unusual scenic views are afforded for miles up and down the Penobscot River.

Searsmont—with a population of 555, this town's leading settlement is Searsmont, situated on the St. George River, ten miles southwest of Belfast. Here long lumber, barrel staves and barrel heads are manufactured, as well as cooperage stock. The village is situated at almost the town's exact center, at the northern end of the Appleton Ridge of mountains and a little to the south of Quantabacook Pond. Route 131 runs through it from Appleton to Belmont, Waldo and

Swanville. Ben Ames Williams, popular fiction writer, some years ago established a summer home at North Searsmont, a little to the northwest of Quantabacook Pond. Searsmont Town was incorporated in 1814, the 200th in Maine. It is a farming, lumbering and summer cottage township, with Little and Lawry Ponds, Dead River and Stearns, Bartlett, Thompson, Wilson, Black and Jam Brooks as watercourses on the St. George River system. Levenseller Mountain (1020) is on its southeast boundary.

*Penobscot Marine Museum, Searsport*

Searsport—situated six miles northeast of Belfast, the village of Searsport, which is the leading settlement of the Town of Searsport (population 1,454), produces fertilizer and lumber, as well as sulphuric acid and other chemicals. It was an active seaport village in sailing ship days, fronting on broad Penobscot Bay, and its fine large houses attest the architectural taste of the old-time ship captains who centered their activities here. One-tenth of all American merchant ships were said to have been commanded by Searsport captains in active service at the close of the nineteenth century, during which 212 ships had been built here. The Penobscot Marine Museum has interesting shipping records and marine records of the Maine coast, as well as numerous ship models, yard tools, sailmaking equipment and a marine library. The Lincoln Colcord home, the McGilvery mansion and the Nichels mansion are among leading treats for the sightseer, who may reach the village directly on Route One—a beautiful drive along the Bay—and who, witnessing the view from the Colcord home, can well appreciate how Lincoln Colcord conceived his famous sea stories.

Summer visitors enjoy this coast in the warmer weather, and several tourist inns and motels in the area cater to their needs. The ground rises to the northwest from the shore, and Mount Ephraim is 720 feet high. A corner of Swan Lake is at the northwestern corner of the town, and between it and Halfmoon Pond, named for its shape, lies North Searsport. Sears Island is within the town.

Searsport is the southern terminus and seaport of the Bangor and Aroostook Railroad, which here has modern docks and cargo handling equipment. It is an oil landing port for northern Maine and has handled many shiploads of potatoes. Munitions for Europe were loaded here in World War II, during one year of which it was second only to the Port of New York in tonnage handled.

Stockton Springs—the Town of Stockton Springs, just east of Searsport, extends, at its southern extremity, down a long, wide peninsular formation of land, Cape Jellison, which is northeast of Sears Island. Stockton Harbor separates Cape Jellison from the mainland, and just at the head of the harbor is the village of Stockton Springs itself, reached by Route One, just northeast of Searsport. Originally settled about 1750, the town was visited by Governor Pownal and his forces in 1760. Had they not landed here then and cleared the area east of the Penobscot, according to some stories, the Penobscot, instead of the St. John River, might have become the Canadian boundary line. He was a colonial Governor of Massachusetts, and Stockton Springs is his burial place. The easternmost extremity of Cape Jellison is Fort Point, where Fort Pownal's ruins remain to this day; and to the northeast of the Cape, Fort Point Cove forms its own coastline at the head of Penobscot Bay and at the mouth of the river. Opposite Fort Point is Sandy Point, with its bathing beach and picnic grounds. Both Stockton Springs village and Sandy Point are on Route One, along the beautiful Bay shore, and are easily accessible. Stockton Springs was incorporated in 1857 as Maine's 397th town. It was set off from Prospect at that time, and the name originally adopted was simply Stockton, which was changed to Stockton Springs in 1889. Its population is 952.

The town has more than a score of retail and service places, summer hotels and tourist inns, two sawmills, a fertilizer plant and a high school.

Swanville—incorporated in 1818 as the 228th town, Swanville was first settled in 1774. A part of the town was set off to Waldo in 1824. Then a part of Frankfort was annexed in 1832, and a part of Brooks in 1841. The principal settlement, also named Swanville, is situated at the southern tip of Swan Lake, at approximately the center of the township. Swanville is at the junction of Routes 131 from Belmont and 141 between Belfast and Monroe. The village is about seven miles north of Belfast. The population of the town in 1950 was 439. It is a farming, lumbering and summer cottage town and also has a granite quarry. Hurds, Nichols and Toddy Ponds also are on its several waterways. Swan Lake is noted for its landlocked salmon fishing.

Thorndike—orignally known as Lincoln Plantation, the Town of Thorndike (Maine's 233rd) was incorporated in 1819. The region was settled as early as 1772. A portion of it was separated off to be added to Knox Township in 1831. The principal village, Thorndike, is situated near the junction of Hall Brook and Halfmoon Stream, in the southwestern portion of the township, and also at the junction of Routes 139, between Winterport and Benton, and 220, running north and south. East Thorndike is in the eastern part of the township, much of which is hilly, the ground rising toward the north to points from 700 to 900 feet above sea level. The population of the town in 1950 was 533. It is a farming and lumbering township, with nearly a score of retail and service establishments and is on the Belfast and Moosehead Lake Railroad. Crosby and Wing Brooks are its other principal watercourses.

Troy—situated north of Thorndike, the Town of Troy (population 553) borders on Somerset and Penobscot counties. It has three major settlements—Troy, which has some wooden handle, wire spool and novelty manufacturing activity; Troy Center, a little to the northwest of Troy; and East Troy, toward the eastern edge of the township. Troy village is on Route 202 from Augusta to Bangor, being situated about 28 miles west-southwest from Bangor. In the early days this township was known as Bridgton and Bridgestown. It was incorporated as Kingville in 1812, Maine's 189th town. The name was changed in 1814 to Joy, to Montgomery in 1826 and to Troy in 1827. A part of Twentyfive Mile Pond Plantation was annexed in 1819. Farming and lumbering are its principal activities. Carlton Pond, Carlton Stream, Shaw Brook, Bog Brook and Martin Stream are its principal watercourses and the northeastern end of Unity Lake is on its western boundary.

Unity—settled in 1782, the Town of Unity was incorporated in 1804 as the 152nd town. Nine years later, in 1813, a part of Twenty-five Mile Pond Plantation was annexed; and in 1817 further unincorporated land was added to the town, whose boundaries were further established in 1821 and 1868. At Unity village, in the northern portion of the town, near the southern tip of Unity Lake, the Belfast and Moosehead Lake Railroad passes through. Some lumber and canning activity are located here, notably a Portland Packing Company plant which cans peas and corn. This village is at a meeting point of Routes 202, 220, and 139. The population of the town is 1,018.

Principally a farming and lumbering town, Unity is growing as a resort and fishing section, with several camps and summer hotels located on Unity Lake. Twenty-five Mile Stream and Bacon, Mussey, Fly and Bitters Brooks and Sandy Stream are its principal watercourses.

Waldo—a town of only 325 population in 1950, Waldo was first organized as a plantation in 1821, and three years later annexed a portion of Swanville. In 1836 it annexed a part of a gore between Waldo and Knox. In 1845 it was incorporated as Maine's 366th town. Waldo village is situated in the town's northern portion, along the White Brook, on Route 131 between Belmont and Swanville. It connects with Route 7 from Belfast to Dover-Foxcroft. The principal settlement in the township is Kendall's Corner, toward the south. The Belfast and Moosehead Lake Railroad runs along its eastern section through Waldo village. Farming and lumbering are its economic mainstays.

WINTERPORT—thirteen miles south of Bangor, in the northeastern corner of Waldo County, the Town of Winterport (population 1,696) is situated on the west bank of the Penobscot, opposite Bucksport. It was originally settled in 1760, but was not incorporated until a century later, when, in 1860, it was set off from Frankfort as Maine's 408th town. In 1867 it reannexed a part of Frankfort.

Winterport, the principal village section, is on Route One and is the eastern terminus of Route 139 from Benton (Kennebec County). The name Winterport derives from the fact that this town formerly was the winter port for Bangor, the Penobscot River here usually being open throughout the winter. North Winterport, on Route One, West Winterport, on Route 139 and Whites Corner and Ellingwoods Corner are the principal village sections. Snow Mountain (742) rises in the northwest section of the town, which is served by the Bangor and Aroostook Searsport Branch. In 1936, this community used the first voting machines installed in Maine.

Winterport has two scores of retail and service establishments, a boat shop and yacht yard and a local airport. Farming, lumbering and the tourist business are important to its economic activity.

## WASHINGTON COUNTY

WASHINGTON COUNTY, on Maine's and the Nation's easternmost border, aptly has been called the Sunrise County of the U. S. A. Although its costal region was one of the first in the State to be explored, its 2,628 square miles, making it the fifth largest county in Maine, contain extensive areas of wilderness and mountains and lakes. As a result, it embraces some of the most notable hunting and fishing territory in the State, with deer, bear, small game and game birds in concentration, along with sport fish of unusual size, up to the king of rod and reel fighters, the Atlantic Salmon.

Its coastal area features broad, wooded, rocky peninsulas and large islands, with long inlets, wide bays and harbors and several long rivers cutting through the coastal plains. Inland are extensive plains, bush land and wooded areas, with many large lakes, several mountains and an extensive forest and stream wilderness.

With an abundance of forests, fisheries, agricultural lands and waterpower, Washington County is an area rich in raw materials and with tremendous potentialities for development. It is the center of the sardine canning industry of the United States; its broad coastal plains produce enormous quantities of the world's best blueberries, where 70 per cent of the Nation's packed supply is processed; its fertile soil is the basis for extensive potato, livestock and poultry raising; and lumbering, pulp and paper have been important industries for many decades.

It is also the site of the Passamaquoddy Bay tidal power project, interest in which currently is being revived, both on State and international levels.

Calais and Eastport are the only two cities in the County, which also contains 44 organized townships. Calais is situated on the beautiful St. Croix River, with an international bridge across to St. Stephen, New Brunswick. Collaboration between the two cities is world-famous, with an interchange of trade, commerce and essential municipal services. Calais is a commercial and manufacturing center for the eastern section of the County and a gateway for traffic eastward into New Brunswick. It has several small hotels and tourist homes, the usual complement of retail and wholesale establishments, and its business taps a wide recreational area of lakes, forests and streams, both in Maine and New Brunswick.

Eastport is the most easterly city in the United States, situated on Moose Island and connected by the mainland with a bridge. It is at the entrance to the Passamaquoddy and Cobscook Bay areas, has a large, deep harbor and long has been known as the center of the Nation's sardine canning industry. Processing and shipping of other seafoods, and varied industries such as pearl essence, fertilizer, boat-building and commercial activities make it a lively industrial and commercial center.

Eastport also is the site of Quoddy Village, former headquarters of the famous project to harness the tides, which rise from 18 to 27 feet in this area, for electric power. Many millions were spent by the Federal Government on this project, before it was abandoned, at least temporarily, prior to World War II.

Lubec, across the entrance to Cobscook Bay from Eastport, is the most easterly town in the United States and West Quoddy Head Light, at East Lubec, is the most easterly point of land in the Nation. Lubec also is an important sardine, fish processing and industrial center, with a good retail section serving its residential area. Near Lubec are old lead mines and other mineral deposits, set in a rugged coastal topography, with many offshore islands and stony shorelands.

Lubec and Eastport flank the three-mile entrance to Cobscook Bay, a large, greatly indented ocean basin ringed by U. S. Route One and State Routes 189 to Lubec and 190 to Eastport. Although only three miles apart across the channel, Lubec and Eastport are 40 miles apart by highway around the shores of Cobscook Bay. Both Lubec and Eastport are situated on rocky points, from the higher places of which may be seen vast expanses of blue water and islands in Quoddy Bay. From the hilltops are magnificent views of New Brunswick and, across the giant Bay of Fundy, the distant shores of Nova Scotia.

The U. S. Weather Bureau has rated the summer climate in this area as the finest in the Nation, with winter temperatures the same as in Boston, on the southern side of the Gulf of Maine. Mosquitoes, black flies and hay fever are non-existent in the area, which has many points of historic and scenic interest.

Clockwise on the road-circle from Lubec to Eastport are West Lubec, North Trescott, Whiting, with a famous old church and cemetery; Dennysville, on the swiftly-flowing Dennys River, famous for its Atlantic Salmon; West Pembroke and Pembroke, with sardine and blueberry canning plants; and Perry, where a stone monument marks the exact midway point between the Equator and the North Pole.

Robbinston, next north from Perry on Route One, is at the mouth of the St. Croix River, opposite the New Brunswick resort town of St. Andrews. The rocks and sandy beaches in this area are tinged with red, creating a striking colorama, for which the village of Red Beach, in the Calais city limits, is named. Offshore in the St. Croix River is St. Croix Island, now a National Monument, where De Monts and Champlain and their company of French colonists spent the winter of 1604, the first white settlement in America north of Florida. The traces of this first settlement's buildings, verified by finding Champlain's drawings, resolved a boundary dispute with Great Britain after the Revolutionary War, placing the eastern limits of the United States on the St. Croix River, rather than the Penobscot, as the British claimed. Thus the whole area of Maine east of the Penobscot was saved for the United States, rather than becoming part of New Brunswick.

North of Calais on Route One is Woodland, site of the St. Croix Paper Company. Next north is Princeton, gateway to the Grand

Lakes area, which cuts across the inland center of the County, from the eastern borders of Hancock and Penobscot Counties to the St. Croix River. No less than 15 lakes in the Grand Lakes Chain are connected in a wilderness area famous for its salmon, togue, trout and bass fishing, as well as hunting and bird shooting. Connecting Grand and Big Lake is Grand Lake Stream, a three-mile stretch of rapid water known to all fishing enthusiasts.

(Blood Photo)

***Sunset on a Maine Beach***

Waite, Topsfield (at the junction of Route 16), Brookton, Eaton and Danforth are towns next north on Route One, which crosses at the latter town into Southern Aroostook County on its way to Houlton and Fort Kent. From Princeton to Danforth, Route One traverses a nearly wilderness area broken by lakes and streams and generally known as a great hunting and fishing area, with small farms located along the main highway near the village centers. Route 16 leads east from Route One at Topsfield to Lambert Lake and Vanceboro, eastern terminus of the Maine Central Railroad, on Spednic Lake. Another side road leaves Route One at Brookton for Forest Station and Forest City Landing on East Grand Lake. Both Spednic and East Grand are large lakes of the Chiputneticook Chain, which here forms the boundary between Maine and New Brunswick, and are noted for their large salmon, togue and trout.

West of Calais and traversing the heart of the County, is Route 9, the "Air Line" route from Bangor, tapping the Meddybemps, Pocomoonshine, Crawford, Chain and Mopang Lakes areas, with their villages of Alexander, Crawford, Wesley and Beddington, on the western side of the County. South from Route 9, side roads branch down to points on coastal Route One, through Meddybemps, Charlotte, Ayers, Grove, Cooper, Northfield, and Deblois. This roughly rectangular area north of coastal Route One, from the Hancock County line to the St. Croix River, is the southern "heart" of the Washington County wilderness, where lumbering and pulp operations, although still pursued, with limited farming, have been rivalled in importance by the thousands of visitors attracted annually to this vast area by hunting, fishing and camping. Long, winding rivers, such as the Narraguagus, Pleasant, Machias, and Dennys, together with numberless brooks and streams lace through this area, several of them famous for their Atlantic Salmon fishing.

Through the eastern section of this area runs the extensive Moosehorn Federal wild life sanctuary, with headquarters at Baring.

South of Route 9, two other main routes enter Washington County from Hancock County and the West, Route One at Steuben and Milbridge and Route 182 from Franklin (Hancock County). Both connect at Cherryfield, on the Narraguagus River, from whence Route One proceeds to Harrington, Columbia, Columbia Falls, Jonesboro, Machias, East Machias and Whiting, on the southeastern arm of Cobscook Bay. Inland from Route One along this coastal stretch are the villages of Centerville, Whitneyville and Jacksonville, while side routes south to peninsula points go to Addison, South Addison, Indian River, Jonesport, Roque Bluffs, Machiasport, Bucks Harbor, Starboard, North Cutler, Cutler and South Trescott. This Atlantic coastline of Washington County is indented with many deep bays, whose peninsulas and islands make up one of the most rugged and picturesque sections of the Maine coast. In these coastal villages lumbering, farming, fishing and resort keeping are important means of livelihood to residents.

Machias, the county seat, is at the mouth of the Machias River and at the head of Machias Bay on this south central section of the county coastline. It is a busy commercial and small industry town, with a new rayon industry added to its canning, fish processing, lumbering, farming and tourist activities. It is the former home of sea captains, with much historical interest. The first naval battle of the Revolutionary War was fought in Machias Bay, after the erection of one of the first "Liberty Poles" in the new Nation.

Washington County was first set off from Lincoln County June 25, 1789. A part was set off to Aroostook County in 1839. Its population in 1950 was estimated at 35,092 a loss of 7.1 per cent from 1940.

## Scenic Routes

COASTAL: Route One (from Gouldsboro, Hancock County), Steuben, Milbridge, Cherryfield, Harrington (also Route One-A), Columbia, Columbia Falls, Jonesboro, Machias, East Machias, Whiting, Dennysville, West Pembroke, Pembroke, Perry, Robbinston, Calais, Baring, Woodland, Princeton, Waite, Topsfield, Brookton, Eaton and Danforth to Houlton (Aroostock County).

Route 187: Columbia Falls (Route One), Indian River, West Jonesport, Jonesport to Jonesboro (Route One).

Route 92: Machias (Route One), to Machiasport, Bucks Harbor and Starboard. (Also unnumbered road from Jonesboro and Machias to Roque Bluffs).

Route 191: East Machias (Route One) to North Cutler, Cutler, South Trescott, West Lubec.

Route 189: Whiting (Route One), to West Lubec and Lubec.

Route 190: Perry (Route One), to Eastport.

INLAND: Route 193, Cherryfield (Route One), to Deblois and Beddington (Route 9).

Route 192: Machias (Route One), to Northfield and Wesley (Route 9).

Route 191: East Machias (Route One), to Jacksonville, Cooper, Grove, Meddybemps and Baring (Route One).

Route 214: West Pembroke (Route One) to Meddybemps (Route 191).

Route 9: "Air Line" Road from Bangor (Penobscot County) and Aurora (Hancock County) to Beddington, Wesley, Crawford, Alexander and Baileyville (Route One).

Route 16: From Lincoln (Penobscot County), Kossuth, Topsfield, Codyville, Lambert Lake and Vanceboro to St. Croix, (New Brunswick).

PROMINENT LAKES AND PONDS:

Baileyville, Grand Falls Lake. Beddington, Beddington Lake, Spruce Mountain Lake, Pleasant Rive Lake. Brookton, Baskahegan Lake. Calais, Magurrewock Lake. Charlotte, Pennamaquan Lake. Cooper, Cathance Lake. Crawford, Crawford Lake. Danforth, Crooked Brook Lake, East Grand Lake. East Machias, Hadleys Lake, Gardner Lake. Marion, Gardner Lake. Meddybemps-Alexander-Baring, Meddybemps Lake. Perry, Boyden Lake. Princeton, Long Lake, Leweys Lake, Grand Falls Lake, Pocomoonshine Lake. Talmage, West Musquash Lake. Topsfield, East Musquash Lake. Vanceboro, First Lake, Spednic Lake. Whiting, Rocky Lake. Township 5, Rocky Lake. Township 6, Grand Lake. Township 18, Rocky Lake. Townships 21-27, Big Lake. Township 29, Mopang Lake. Townships 36, 37, 42 and 43, Machias Lakes, Oldstream Lakes. Township 8, Range 4, Hot Brook Lake.

PROMINENT MOUNTAINS AND HILLS:

Beddington, Spruce Mountain (1076). Cooper, Cooper Mountain (720). Princeton, Pocomoonshine Mountain (fire lookout tower). Topsfield, Musquash Mountain (1300). Wesley, Wesley Mountain (fire lookout tower). T. 11, R. 3, Pirate Hill (900), fire lookout tower. Township 29, Pleasant Mountain (1374). Township 42, Washington Bald Mountain, (1100).

## Recreational

Swimming: Various local beaches and ocean front facilities. All lakes, ponds and streams.

Deep sea fishing: All coastal points and harbors. Local arrangements and charters. Fly fishing for mackerel, cunners and pollock, local facilities.

Atlantic Salmon: Chandler River, Jonesboro; Dennys River, Dennysville; Machias River, Machias, Whitneyville, Centerville and Northfield; Narraguagus River, Cherryfield; Pennamaquan River, Pembroke; Pleasant River, Addison, Columbia Falls; Harrington River, Harrington.

Fresh water fishing: Most lakes, ponds and streams. (Cf. official annual booklet of Department of Inland Fisheries and Game).

Canoeing: All lakes, rivers and bays.

Sailing and yachting: All coastal waters and harbors.

Golf: Calais, St. Croix Country Club (9-34); Eastport, Eastport Country Club; Milbridge, Narraguagus Golf Club (9-27).

Tennis: Various resorts, hotels and country clubs.

Hiking and mountain climbing: Local trails and roads throughout County. Trails to fire lookout towers.

Fish hatcheries: Grand Lake Stream.

Camp sites: (Cf. Maine Camp Sites booklet, Maine Forestry service, or official State Highway Map).

## Cities

CALAIS—the City of Calais, on the east central edge of Washington County is unique and historic on many counts. On St. Croix (Dochet) Island off Red Beach village in its southern section, was the first French settlement in North America, made by Sieur de Monts and Samuel de Champlain and their company in 1604. This island in the St. Croix River was dedicated as a National Monument in 1949. Calais and Eastport (see below) are the only Maine cities on the border with Canada, the former being the only one with an international bridge, across the St. Croix River. It is thus an "international city" and collaboration between the two communities has attracted wide attention. Calais gets its water supply from St. Stephen; St. Stephen gets its gas supply from Calais. Fire departments of both cities help each other fight serious blazes. Calais celebrates Canada's Dominion Day. St. Stephen's citizens celebrate the Fourth of July. Currency interchange is common and minor exchange differences are commonly disregarded as New Brunswick residents do much of their shopping in Calais. Medical and hospital resources also are interchanged, as well as many other essential services.

As the easternmost city along U. S. Route One and gateway over this route to the Maritime Provinces, Calais is an important tourist and commercial center, a wholesale and retail distribution point for a wide area and a small industry community. Its population is 4,548 and it has several scores of business, professional and service establishments, including several sizeable department stores. Lumber, wood products, canning, beverages, millwork and printing are its principal activities and limited farming also is practiced in the area. The *Calais Advertiser* is its weekly newspaper.

Milltown is a subsidiary village and business section southwest of the city proper and on Route One as it proceeds further north through eastern Maine to Aroostook County. It is on a northeastward curve of the St. Croix River, which forms rapids here. It formerly was a ''milltown'' settlement of workers in textile mills across the river in St. Stephen.

A generally hilly terrain marks the Calais city area, the steep slopes coming down to the river bank on the eastern side. In the northern portion of the township, however, the terrain is rolling to flat, with some bog area marking the Magurrewock Stream section where it flows into the St. Croix, partly as a tidal inlet. This stream originates in the Magurrewock Lakes in the southwestern portion of the township north of Robbinston and east of Baring. These lakes include part of Howard Lake, Nashs, Rogue and Beaver Lakes and Vose and Flowed Land Ponds. Keenes and Shattuck Lakes on the southeastern boundary with Robbinston flow eastward through a small stream into the St. Croix south of Red Beach. Mount Seeall (517), just north of Nash's Lake, is second highest hill in the township and Magurrewock Mountain (390), just south of Milltown, has a lookout station. Part of the Moosehorn National Wildlife Refuge extends into the western portion of the township from Baring.

Calais was settled in 1779 and was incorporated the 176th town in 1809. It was incorporated a city in 1850, when it had a population of 200 more than it has today. Lumbering, farming and shipbuilding were chief activities throughout the entire 19th Century and the peak of population was reached in 1900, at 7,655. Historic old homes line its elm-shaded streets and its scenic location makes it one of the most attractive residential communities in eastern Maine. Its library lists 21,000 volumes and it has a modern high school.

EASTPORT—easternmost city of the United States, Eastport (population 3,110) is the center of the Nation's herring sardine industry, with ten such canning plants, several of which process other fish products as well. Pearl essence, fish meal and printing are other products and, during 1950, a moccasin hand-sewing industry was being developed.

Eastport is situated on Moose Island, connected with the mainland by a bridge, and its 2,266 acres make it the smallest city in area in the State. Its population is entirely urban and concentrated at the eastern tip of the island. The rock and ledge on which it rests precludes any but the smallest woodlots and garden plots. An era of prosperity in the 80-year-old Maine sardine industry came to an end after World I and between 1920 and 1930 Eastport lost more than 1,000 residents, nearly one-fourth of its population. By 1934 the depression had hit Eastport severely, due to low prices, changes in the public's tastes, and competitive imports from foreign countries. To climax the difficulties, the largest industry in the city, the American Can Company, employing between 200 and 300, was closed when a change was made from the key type of sardine can to the pry open type, now the standard in the industry.

Into this economically depressed area came the Passamaquoddy Tidal Power Project in April, 1935, and an estimated $7,000,000 of Federal funds was poured into the gigantic undertaking for constructing dams between the islands and peninsulas ringing Cobscook Bay. Up to the time work was suspended in February, 1937, on what was to have been a $37,000,000 project, dams had been built between Pleasant Point on the mainland (Perry) and Carlow Island (Eastport); and between Carlow and Moose Island. These dams were along the trestles of the Maine Central Railroad line into Eastport from Perry. Another short dam was built between Treat and Dudley Islands off Lubec Neck.

After work was suspended, reportedly on the advice of the Army Engineers Corps as being too close to the possible World War II brewing in Europe, Quoddy Village remained. This was a complete model community capable of housing more than 3,500 persons, with its own municipal services. Later in 1937, the National Youth Administration used Quoddy Village as a giant vocational training laboratory for 250 selected young men from all sections of New England. As the depression years ended, Quoddy Village again went on caretaker status until World War II, when it was used as a Sea Bee training base. During this latter period it had a peak enrollment of 3,500 Sea Bees and these, many with families, caused a large, but temporary increase in population for Eastport. The Sea Bee program, which was ended early in 1946, resulted in more than $3,000,000 worth of facilities, such as new tanks, pumps, roads and buildings, being added to the village.

Later efforts were made to have the State acquire the property as a vocational training school for veterans of World War II, but they were unsuccessful. In 1950 the property was acquired by L. Grossman & Sons of Quincy, Massachusetts, a property development family trust, which made efforts to attract new industries on a year's rent-free basis. The Saco-Moc Shoe Corporation from Portland began to train hand-sewers for moccasin production and early in 1951 had more than 100 employed here and expected to double its roster in a few months. A small pearl essence industry and lumber mill also had been established and plans were being made to open a large box factory in the former drill hall, a 100 by 600 foot hangar-type building, said to be the largest structure of its kind in the State.

Efforts also were being made in 1950 and early in 1951 to revive the interest of both the American and Canadian governments in construction of the original international scheme to harness tidal power by a series of dams controlling all of Passamaquoddy Bay and these efforts had reached the stage of authorizing a preliminary survey to determine whether a more complete engineering survey would be advisable. Eastport has the greatest rise and fall of tides in America, ranging from 18 to as high as 27 feet at flood tide.

With fish waste by-products coming to the fore in this industry, one of the most remarkable is pearl essence, made from the scales of herring. This product has important uses as a fire-fighting foam for gasoline and oil fires and was used extensively by the U. S. Navy during World War II. It also is used in making artificial pearls and other costume jewelry. It has not been uncommon in recent years for bushels of fish scales to be worth more a pound than the fish itself. Lobster shipping is another important item in Eastport's economy and both truck and plane shipments are made regularly to New York and mid-West markets.

Eastport was settled in 1772, although European traders had been stopping there for nearly a century before. It was incorporated in 1798 as the 115th town and a part was set off to form Lubec in 1811. The Embargo Act of 1807 brought considerable prosperity to the area, as it became the center of smuggling operations, family legends of which exist to this day. International tension in the area increased with the War of 1812 and in July, 1814, the British captured and occupied the town, until June 30, 1818. This was the year of the founding of the *Eastport Sentinel,* now a weekly newspaper and continuously published since then, the oldest newspaper extant in Maine.

Eastport was incorporated a city in 1893. Economic conditions had reached such a low ebb in the Depression Decade that in 1938, upon petition of the city government, the Emergency Municipal Finance Board took control. State financial control was lifted in 1944 and by 1946, under the city manager form of administration, a surplus of $125,000 had been accumulated, mostly from unpaid back taxes. In 1945, tax collections amounted to 168 per cent of the commitment for this reason. The past 12 years since 1938 also have seen a reduction in the tax rate from $98 a thousand to around $80.

Eastport has some two scores of businesses and also counts as its trading area the islands of Quoddy Bay, largest of which are Deer Island and Campobello Islands, in New Brunswick. A scenic overlook area on a promontory at the eastern end of Moose Island was being developed early in 1951, commanding a magnificent panorama of Quoddy Bay and the distant shores of Nova Scotia, across the Bay of Fundy. A combined municipal pier and breakwater project also was being pushed and the various city organizations were showing keen interest in community development, especially with an eye to attracting more industries and vacation business.

The U. S. Weather Bureau officially rates the summer climate at Eastport as the finest in the Nation and its winter temperatures similar to Boston's. Mosquitoes, black flies and hay-fever are nonexistent here and places of historic and scenic interest are many. The city also has a high school and airport and nine-hole golf club. It is a popular visiting place for marine artists.

### Towns

ADDISON—in southwestern Washington County, the Town of Addison (population 847) is irregularly shaped at its southwestern border, where the boundary-line follows the mouth of the Pleasant River down to the Atlantic; while the entire eastern border follows the meandering Indian River down to the sea. Its southern portion includes numerous islands, beginning with Moose, Sheldrake, Doyle and the Goose Islands, as well as Carrying Place, Bar, Shabbit, Hardwood, Stevens, Driscol, Sand, Outer Sand, Lummer, Ram, Green and Flat Islands, all on the Indian River side; and Raspberry, Birch, Nightcap, Sheep, Eagle, Norton, Big Pot, Cone and Nash Islands and The Ladle on the Pleasant River side. The actual tip of the mainland terminates in two fingers, the eastern one being a cape (Moose Neck) on which is situated the village of South Addison; while the western finger is known as Cape Split, with a harbor of the same name between. A local road leads down to Addison village at the mouth of Pleasant River from Columbia and Columbia Falls from Route One, and branch roads lead into both fingerpoints of land. Fishing, boat repair, sardine canning and subsistence farming are the major activities here. Addison was first settled in 1780, and was incorporated in 1797 as the 108th town. Its mainland area contains much swamp and woodland. Many small bays, coves and harbors indent its peninsulas and islands. Indian River is a village area at the mouth of that stream. It has a score of small businesses.

Alexander—thirty miles north of Machias, with Alexander as its chief settlement, with connections by Route 9 for Beddington, Aurora and the Penobscot River towns, and by Route 191 for East Machias, the Town of Alexander (population 282) contains the western portion of Meddybemps Lake, as well as Pleasant, Barrows, Pocomoonshine and Mud Lakes in the western portion. First settled in 1810, this township was incorporated in 1825 as the 258th town. It annexed a portion of Cooper in 1838, and ceded land to Crawford in 1859. Route 9, the "Air Line Road" from Bangor to Route One at Baileyville, next northeast, runs through the township just north of Alexander village. It is a lumbering and sporting camp township. Kendall Mountain rises to 600 feet here.

Baileyville—incorporated as the 279th town in 1828, Baileyville (population 1,817) is a long narrow strip of land extending from southeast to northwest, lying northeast of Alexander and having the St. Croix River and Charlotte County, New Brunswick, Canada, as its eastern boundary. It is almost one-quarter swampland and bog, particularly in its northern portion. Its major settlement, Woodland, is in the southern portion of the township, on the St. Croix, and is served by the Maine Central Railroad. It is on Route One to Van Buren and Fort Kent. Woodland Junction lies just north of Woodland proper, in a bay of the widened river. At Woodland, the major economic activity is the production of newsprint at the plant of the St. Croix Paper Company, employing from 500 to 600 people. Part of Meddybemps Lake is in the southwest corner of the township and Route 9 crosses north of this lake to join Route One in the southeast corner. Kellyland settlement is in the northeast corner where the Grand Falls Flowage runs into the St. Croix River. It has more than a score of small businesses and resort camps and has a high school.

Beals—an island town, Beals (population 581) was formerly a part of Jonesport until detached from that township and incorporated in 1925 as Maine's 486th town. Its major activity is in lumber production and lobster fishing and sales. Moosabec Reach, an east-west stretch of bay water, separates these islands from the mainland. The settlement of Beals is on Beals Island, directly across from the mainland settlement of Jonesport. A neigboring island, much larger and reached by a bridge, is known as Great Wass Island, which is almost cut in two at certain points by several inlets, the largest of which is Mud Hole, extending inland from the east. Other smaller islands, east of Great Wass, are Pig, Spectacle and Minx; and west of it, beginning with Beals Island at the north, the islands are named Pomp, Sheep, Norton, Little Ram, Ram, Outer Ram, Browney, Fisherman and Crumple, with Seal Rock and Egg Rock to the far south. Great Wass Island has a Coast Guard Station and at its southern end is a lagoon known as the Pond. The town has a high school and four boat-building shops.

Beddington—bordering on Hancock County, the Town of Beddington (population 25) has as its major settlement the village of Beddington, in its northwest corner, lying on Route 9 from the east, near its junction with Route 193 from Cherryfield and Deblois. Beddington Lake on the Narraguagus River lies south of the village, and Spruce Mountain (1,076) to the southeast. Spruce Mountain Lake is in the middle of the township, Pleasant River Lake to the northeast, and Southwest Pond to the east. The township was incorporated in 1833 as the 307th town. The major activity here is the lumber business and it is also popular fishing and hunting territory, with Atlantic salmon the prize in the Narraguagus River, which drains the township.

Centerville—north of Jonesboro and Jonesport, and 15 miles northwest of Machias, Centerville is the major settlement of the Town of Centerville (population 63). The village's main industry is gathering peat moss, and it is within easy access of Route 1 to the south, with which it is connected by side road from Columbia Falls to Jonesboro. The Township contains considerable marshy land, with some rises in ground, including Seward Ridge (473) and Milton Mountain (430). The Machias River winds down through its eastern portion. Centerville was incorporated in 1842 as the 358th town. It annexed part of Columbia in 1859, and ceded an area of land to Northfield in 1915. Chandler River drains its Central and western sections.

Charlotte—with a population of 252, the Town of Charlotte was first settled in 1807, and was organized in 1821 as a plantation, then incorporated in 1825 as the 260th town. A portion of it was ceded to Meddybemps in 1841. The principal settlement, also known as Charlotte, lies on Route 214, connecting Routes 1 and 191. The township contains Pennamaquan Lake in its southeastern portion and Round Lake near its center, with the village of Charlotte lying between them. Denny's River forms its western boundary.

A part of the Moosehorn National Wildlife Refuge extends down into this township from the north—an enterprise of the Bureau of Biological Survey, which also takes up portions of three other townships—Meddybemps, Baring and Calais—extending northward to the Canadian border. Charlotte is on the Maine Central Railroad and Ayers village and junction, where the railroad branches northeast to Calais and southeast to Perry and Eastport, is on its southern boundary with Pembroke. Moosehorn Stream is a tributary of Pennamaquan Lake. Lumbering, farming and sporting camps are major activities.

CHERRYFIELD—on the Hancock County border, with its principal village of Cherryfield on Route One, where Route 193 meets it from the north, the Town of Cherryfield (population 903) is known for its blueberry canning and lobster trap business. The main village lies near the southern boundary of the township, where the Narraguagus River is joined by its West Branch; and at this point a special indentation has been effected in the Steuben township line to allow for the extension of Cherryfield along the river. Route One turns abruptly from westward to southward at this point in order to maintain its proximity to the southwestward-moving shore line, while Route 182, a scenic forest highway, continues straight westward to Franklin. First settled in 1757, this township was incorporated in 1816 the 216th town. It annexed portions of Steuben in 1826 and Columbia in 1881. It is the center of Washington County's blueberry district and a popular fishing spot for Atlantic salmon. It has a score of small businesses.

COLUMBIA—the Town of Columbia (population 348) lies on Route One, its principal settlement being 19 miles west of Machias. Settled in 1770, it was incorporated in 1796 as the 103rd town. It ceded land to Harrington in 1823; annexed part of Township 19 in 1834 and 1840 and part of Jonesboro in 1838; and ceded land to Centerville in 1859, to Columbia Falls in 1863 and to Cherryfield, next west, in 1881. The chief settlement is Columbia, which produces canned green and wax beans. Another settlement is Epping in the northeast section, where the Pleasant River meanders through bogland to Columbia Falls, next east.

COLUMBIA FALLS—set off from Columbia in 1863 and incorporated as the 414th town, Columbia Falls (population 547) dates back as a settled region to 1780. Its chief village, Columbia Falls, lying on Route One, a little east of Columbia village, is served by the Maine Central Railroad. Lumber, shingles, canned blueberries and blueberry rakes are among the chief products here. It is on the falls of the Pleasant River, which outlets to the sea in Addison, next south. Tibbettstown is a village section in the west central section, on Little River. It has a high school and lumbering, farming and the vacation-tourist industry are its chief activities.

COOPER—first settled about 1812 and incorporated in 1822 as the 247th town, the Town of Cooper (population 124, a decline of 30.3

per cent, from 1940) ceded land to Alexander in 1838 and to Meddybemps in 1841. Cooper, the chief settlement, in the southwest corner of the township, is on Route 191 at the western head of Cathance Lake, and Grove, the other main settlement, is at the township center, on this same route, which proceeds northeastward and northward to connect with Route One near Baring. In the west of the township is Cooper Mountain (790) with its lookout station. Farming and lumbering are principal activities.

CRAWFORD—the Town of Crawford (population 82) was incorporated in 1828 as Adams, the 277th town, although the present name was adopted twelve days later, in the same year. It annexed part of Alexander in 1859. Its chief settlement, Crawford, on the eastern shore of Crawford Lake, which extends five and one-quarter miles through most of the central portion of the township, is served by Route 9, has some pine lumber business, as well as some sporting camps. Crawford Lake outlets into the East Machias River.

CUTLER—the Town of Cutler, fronting on the Atlantic Ocean, Little Machias Bay and Machias Bay to the southeast, south and west, follows mainly the coastline contour at this point, its major settlement of Cutler lying on Route 191, about 12 miles southeast of East Machias. Somewhat to the northwest, on the same shore route, lies North Cutler, at the head of Little Machias Bay. The population of the entire township is 482, and the major settlement is largely a farming and fishing community, with several camping and picnicking spots at scenic coastal points.

The harbor at Cutler contains Little River Island; and Cape Wash Island and Old Man Island lie at the mouth of Little Machias Bay. Cross Island is a larger body of land in Machias Bay proper, with its protected Northwest Harbor on the western side and a Coast Guard station at the east. Mink Island lies in the Cross Island Narrows, and to the east of it lie Scotch Island and two spots of land called Double Shot Island. Along the shore, from one end of the township to the other, are numerous coves and points of land to intrigue the adventurous spirit of sailor or landsman.

The township was first settled in 1765, and was incorporated in 1826 as the 267th town. Local legend has it that Norse Pond, on the eastern boundary is so named because it was visited by Norsemen. A natural boulder dam at its brook outlet may be either a natural seawall formation, or may have been built by long-forgotten visitors. Cutler is noted as a fishing port, with one of the prettiest harbors on the Maine Coast.

DANFORTH—originally settled by Parker Tewksbury, of Cornville, in 1829, the Town of Danforth (population 1,163) later became the residence of Eliphalet Morse, Nathaniel Schillinger and Jeremiah Schillinger of Portland; Joseph Webber, of Clinton; and Seth Stinchfield, from Leeds. It was incorporated in 1860 as the 409th town, and annexed part of Weston in 1885 and part of Eaton (Forest City) in 1887. It lies between East Grand Lake at its eastern border, and Hot Brook Lake, which forms its western border, with Crooked Brook Lake slanting down midway between them.

The Maine Central Railroad runs along the eastern edge of Crooked Brook Lake, at the head of which is the village of Danforth, at the junction of Routes One from the coast and 169 from Springfield and Prentiss, in Penobscot County. From Danforth, Route One crosses over into Aroostook County. Lumber and wood products are the major items produced here, with farming and sporting camps important in the town's economy. It has about two scores of businesses and is a shopping center for this section of eastern Maine. It also has a high school.

DEBLOIS—the Town of Deblois (population 59) lies on Route 193 from Cherryfield to Beddington, on the county's western boundary. The main center, Deblois, contains a fish hatchery and a non-commercial airport. Peat moss is a major product of the area. This township was incorporated in 1852, the 386th town. The Narraguagus River and tributaries flow through the township, which is a popular hunting, fishing and camping area.

DENNYSVILLE—twenty-two miles north of Machias, Dennysville village lies on Route One, near the northwestern tip of Dennys Bay, the inmost of the series of bays backing in from the ocean at Eastport, known as the Cobscook Bay area. It lies in the southern portion of what is one of the smaller townships—the Town of Dennysville (population 348), with a total acreage of 9,677. The population here has fallen off 17.9 per cent in a decade. The area was originally settled in 1786, and Dennysville was incorporated in 1818 as the 227th town. A portion was ceded to Pembroke in 1832. The Dennys River, an Atlantic salmon stream, forms its western boundary. Farming, lumbering and sporting camps are principal activities and it has a high school.

EAST MACHIAS—the Town of East Machias (population 1,100) contains as its chief settlement the village of the same name, situated in its southern portion, at the head of Machias Bay. Here Route One is intersected by Route 191, which proceeds southward to Cutler and coastal points and northward to Cooper, Grove and Baring. The Maine Central Railroad passes through the village. Canned blueberries and canned clams are among the products of East Machias, which also produces lumber, laths and toy log cabin building sets. Sturdivant Library here has 5,150 volumes. The township contains, along its eastern boundary, a portion of Gardner Lake, and in its middle portion, Hadley's Lake, fed by the East Machias River and outletting again into that river on its way to the ocean to the south. Jacksonville is a small settlement to the north of East Machias village on Route 191. It has a score of businesses and Washington Academy is its high school. Lumbering, farming and the vacation-tourist industry are its mainstays.

Harrington—the town of Harrington (population 842) is a deeply-indented coastal area containing two major settlements—Harrington and West Harrington. It was first settled in 1765, and was incorporated in 1797 as the 112th town. It annexed part of Columbia in 1818 and more of the same town five years later, while it ceded land to Steuben in 1823 and to form Milbridge in 1848. Harrington village lies 24 miles west of Machias, on Route One, where Route 1A branches off from it to follow the coast line a little more closely to Milbridge, next west.

Lumber and pulpwood are among its major business products, and it also packs blueberries. Here is also a cleaning station for blueberries. The township's western boundary follows the line of the Mill River to from Flat Bay southeastward, southward, then westward to Narraguagus Bay and southward through its waters to a point between Pond Island and Trafton Island. Other islands included within Harrington are Tommy's, Dyer, Shipstern, Flint, Foster and the islands to the south of Ripley Neck, an indented peninsula jutting out into Pleasant Bay and traversed by a local road from Harrington Village. Summer cottages line its scenic shores. Farming, lumbering, fishing and the vacation business are chief activities. The town also has a high school and a score of small businesses.

Jonesboro—situated west of Machias, with only the long narrow strip of Whitneyville lying between, the Town of Jonesboro (population 459) contains as its major settlement the village of Jonesboro, on Route One, at the northern most tip of the middle inlet of Englishman Bay. Canned clams, canned blueberries, lobster traps, laths and lumber are among the chief products of this village, which is seven miles from Machias. The Indian River forms the town's western border with Addison. First settled in 1763, Jonesboro was incorporated in 1809 as the 175th town. In 1832 it ceded land to Jonesport, and parts were ceded to Columbia Falls and Machias in 1838, as well as to form Roque Bluffs in 1891. Its southern boundary follows the waters of Mason Bay, the westernmost inlet from Englishman Bay and the Chandler River outlets to the sea at Jonesboro village. The town has a high school and library.

Jonesport—next south of Jonesboro, the Town of Jonesport (population 1,721) is bounded on the west by the Indian River and on the north by Mason Bay and a line from the bay to the river, thence southeastward through Englishman Bay. Along the eastern edge of the peninsular formation which the township takes toward the south, Route 187 runs down from Route One to Jonesport and West Jonesport at the peninsula's southern tip. Across Moosabec Reach from these villages lies Beals Island and the other islands composing the Town of Beals. But the Town of Jonesport includes within its domain several islands, largest of which are Head Harbor Island and Steels Harbor Island, bordering on the island Town of Beals; and Roque Island and Great Spruce Island, at the eastern Jonesport township extremity. Chandler Bay separates Roque

Island from the mainland, and it merges into Seguin Passage, south of Mark Island and flowing between Mark and Seguin Islands. South of Steels Harbor Island are Mistake Island and Water Island, at the township's southernmost point, while other small islands nearer the mainland and to the west of Head Harbor Island are Green, Calf, Hardwood, Sheep and Little Sheep Islands.

Near Great Spruce Island is Little Spruce Island to the west, while Double Shot, Anguilla and Halifax Islands extend outward to the east, with Pulpit Rock, Green Island and the Brothers farther south. These isles, together with Great Spruce Island on one side, and with Lakeman, Bar and Marsh Islands close to the eastern end of Roque Island, form a beautiful harbor in the southern portion of Roque Island itself—Roque Island Harbor, as it is called. Close to the mainland, up in Mason Bay, and also within the borders of Jonesport, is Rodgers Island. Jonesport has some granite quarries, and produces canned sardines and boneless smoked herring. Lobster fishing and boat building are major activities. Peabody Library has 6,000 volumes and the town has a high school and some two scores of small businesses, including two hotels.

Lubec—the Town of Lubec (population 2,984) lies at the easternmost edge of the mainland of Washington County and is reached by Route 189 from Route One at Whiting. It is surrounded on three sides by water—to the south by Grand Manan Channel, separating Maine from the Canadian island of Grand Manan, out to sea; to the east by Quoddy Roads, separating Maine from New Brunswick's Campobello Island, famed as a vacation spot of President Franklin D. Roosevelt; and to the north by Johnson Bay and South Bay, which reaches deeply down into the township, as far as the village of West Lubec.

Lubec Neck reaches eastward, very close to the international boundary line and directly opposite Mulholland Point, Campobello Island. At that tip of the Neck is the village of Lubec, a center of canning and fish curing activities. Its products include canned sardines, boneless herring and pet foods, as well as smoked herring, produced by many different companies, and metal sardine cans, made by the Atlantic Division of the American Can Company. Boat building is another major activity of this village, in which the *Lubec Herald* is published weekly.

North of Johnson Bay, Seward Neck, actually an island, extends like a neck of the mainland northward into Cobscook Bay, which separates Lubec from Eastport island. North Lubec is a settlement on Seward Neck's east coast; and here canned sardines and "pearl essence," a herring-scale product used in costume jewelry, are produced. South Bay separates Seward Neck on the west from Denbow Neck, with its Federal Harbor, its Morrison, Nutter, Dougherty and Morong coves and Straight Bay, where Coffins Neck leads out to Coffins Point. At the southeastern corner of the Town of Lubec a peninsula of land reaches eastward to West Quoddy Head, with its "candy-stripe" lighthouse, the easternmost point of land in the United States, to the south of the Campobello Island.

The Town of Lubec, first settled in 1780, took its name from Lubeck, Germany. It was set off from Eastport and separately incorporated in 1811 as the 187th town. In 1847 it annexed part of Trescott, and in the same year it ceded land to Eastport. Lubec is a retail, shopping and service center, with several scores of businesses and an aggressive Chamber of Commerce. It has a high school, branch bank and four churches. Its southwestern boundary is at a large cove named Baileys Mistake, on an inlet of which South Trescott village is located. Jims Head is the eastern peninsular point of this cove.

Machias—the shire Town of Washington County is the Town of Machias (population 2,066), where Richard Vines established a trading post in 1633, only to see it broken up by the French claimant, La Tour. The French made an unsuccessful attempt to settle here in 1644. In 1734 the region was visited by Governor Belcher and others, and a permanent settlement was effected in 1763. Further settlers followed two years later, greatly increasing the colony, which formed its own military company in 1769, organized as a plantation in 1770, employed the Rev. James Lyon as the first minister in 1771 and built a church in 1774.

In 1784 Machias was incorporated as the 42nd town and, incidentally, the first between the Penobscot and the St. Croix rivers. That early town embraced East Machias, Whitneyville, Machiasport and Marshfield. In 1826 a division was effected into what were known respectively as West Machias, East Machias and Machiasport. The name of West Machias was changed to Machias in 1830, and thereafter Machias annexed a portion of Jonesboro in 1838, subsequently ceding land to Whitneyville in 1845 and to Marshfield in 1846.

The northern reaches of Little Kennebec Bay (East Branch) form the township's eastern boundary, while the West Branch cuts inland into the township as far as the settlement of Kennebec. Farther to the north is the town's major settlement, Machias, on the Maine Central Railroad, Route One, Route 92 to Machiasport and Starboard, and another road which leads down to Roque Bluffs. The Maine Central and Route One follow the Machias River beyond the township border. Machias' products include lumber, pulpwood, birch bolts, canned blueberries, carbonated beverages and baked goods.

A recent enterprise, the Machias Manufacturing Company, manufacturing rayon goods, occupies a modern one-story factory building and is the first sizeable textile company to establish a mill in Washington County. The availability of a good labor supply is said to have been the chief inducement which brought this plant here in 1949. The town has two branch banks, several hotels, public and law libraries, a high school and Washington State Normal School. It is a shopping and service center for Central Coastal Washington County and contains several scores of businesses, and as many professional offices. Its weekly newspaper is the *Machias Valley News-Observer.* Lumbering and farming activities for a wide area of the central county center here.

Machiasport—situated to the west of Machias Bay and next east of Machias, the Town of Machiasport (population 778) was first settled in 1763 (see Machias), and in 1826 was detached from Machias and incorporated as the 264th town. Its principal settlements are Machiasport, Larrabee, Bucks Harbor and Starboard. Machiasport is along the Machias River, in the northeastern portion. Sardine canning is a major activity here, from 300 to 400 people being so employed by the two major companies.

Below this village, Sanborn Cove edges in from Birch Point, below which Larrabee Cove, off which are Salt and Round islands, sweeps in to the village of Larrabee. Farther down the coast are Clamshell and Whaleback Coves, with Bar, Bare and Yellow Islands and Mountain Head separating Whaleback Cove from Bucks Harbor to the south, at the head of which is the settlement of Bucks Harbor. Between Bucks Harbor and Howard Bay a cape of land sweeps out to Bucks Head at the north, Jasper Head a little farther south and Howard Head at the cape's southern tip. On this cape are Mount Aetna and Pettegrove and Seashore Mountains, near the sea.

At the head of Howard Bay on the mainland is Howard Mountain (256). Below Howard Bay, along Starboard Cove, is the settlement of Starboard, and in the outer waters of the cove are Starboard Island and Stone Island. From Point of Maine, at the mainland's southern tip, other islands include Foster Island, the Libby Islands, Ram Island and the Scabby Islands. To the west are Shag Ledge and Hickey Island, in Little Kennebec Bay, from which Collins Branch sweeps inland in an easterly and northerly direction between Yoho Head and Johnson Point, at the town's western boundary. Boat building, fishing and the vacation business are important to the town's economy.

Marshfield—the Town of Marshfield (population 221), only 9,734 acres in area, has grown 27.7 per cent in population in a decade—one of the few townships in Washington County to show any substantial growth in this period. It lies directly north of Machias, with the village center of Marshfield being about two miles from that community. Lumber products are the major items figuring in Marshfield's economic life, including hardwood squares, soft wood legs and dimension lumber. The village lies along Route 192 leading northwest from Machias, and to the north of the township are Mark's Lake, Second Mark's Lake and Six Mile Lake, draining the township through Middle River. Settled about 1763, along with the remainder of this area, Marshfield was set off from Machias and incorporated in 1846 as the 369th town.

Meddybemps—the Town of Meddybemps (population 104) contains, in its northern portion, the southern part of Meddybemps Lake. The township is small, and includes Denny's River, flowing from Meddybemps Lake, a portion of Little Lake and considerable bog area, so that the actual land surface in the township is estimated at only 1,740 acres. The main settlement, Meddybemps, is 35 miles north-

northeast of Machias. It is at the southwestern edge of Meddybemps Lake, which is 7.1 miles long and has a surface covering 12.4 square miles in four townships, the others being Alexander, Baring and Baileyville. The eastern portion of Meddybemps is taken up with a portion of the large Moosehorn National Wildlife Refuge, a project of the Bureau of Biological Survey. Meddybemps was incorporated in 1841 as the 351st town. Lumbering, farming and sporting camps are principal activities. Meddybemps village is reached by Route 191 from East Machias and Route 214 from West Pembroke.

Milbridge—the Town of Milbridge (population 1,197) was formerly a part of Harrington until incorporated in 1848 as Maine's 375th town. It annexed part of Steuben in 1876 and more of that same town in 1907. Through it the Narraguagus River flows southeastward into Narraguagus Bay. On the west bank of the river's mouth lies the chief settlement of the township, also called Milbridge, where from 250 to 350 people are employed by different enterprises in the canning of sardines, clams, mussels and clam juice.

Here Route One, on its westward course, sweeps briefly southeastward from Cherryfield to touch the village of Milbridge, then turns west again, following the water-indented coastline to Hancock County. Bar Island, Bois Bubert Island, the Douglas Islands, Pond Island and Jordan's Delight are islands included within the confines of Milbridge, which township thus extends out to the broad Atlantic from Narraguagus Bay. Milbridge has a high school library and more than a score of businesses, including a hotel. Its eastern boundary with Harrington is along Mill River. Back Bay and Rays Point are in this eastern section, while Fickett Point is at the mouth of Narraguagus River.

Northfield—the Township of Northfield (population 75) was incorporated in 1838 as the 342nd town. In 1915 it annexed a portion of Centerville. It contains the southern tip of Long Lake, extending southward from the Town of Wesley and T. 18 ED and 19 ED, as well as the whole of Bog Lake in its eastern portion. On the west shore of Bog Lake lies the village of Northfield, on Route 192 between Machias and Wesley. The village is ten miles north of Machias. The Machias River winds southeastward into this township at its western border, then turns northward to its confluence with New Stream, and again southeastward. Farming, lumbering and sporting camps are its chief activities.

Pembroke—the Town of Pembroke (population 1,000) contains two settlements on Route One, Pembroke and West Pembroke, near the mouth of the Pennamaquan River, where it enters Cobscook Bay. A third township settlement, Ayers, is situated on Route 214, going northeastward from West Pembroke to Meddybemps. A little to the northeast of Ayers lies Pennamaquan Lake, most of which is in Charlotte to the north. Ayers Junction is on the Maine Central Railroad, which turns eastward to Perry without going through either Pembroke or West Pembroke village. These communities

*Maine Craftsmanship*

contain some sardine packing and a score of other businesses, and their activity increases in the summer months. Leighton Neck is the large peninsula on the south, and Hersey Neck is on the north, of the Pennamaquan River tidal inlet of Cobscook Bay.

Perry—the Town of Perry (population 619) has decreased in population to the amount of 13.2 per cent in a decade. It extends out to Passamaquoddy Bay, across from Deer Island, in New Brunswick. It was first settled in 1780, and in 1818 was incorporated as the 225th town. The principal settlement is Perry, situated in the central portion of the township, on the Little River, on Route One, where it turns sharply north and northwest along the St. Croix River and where Route 190 continues southward and southeastward to Eastport.

At Pleasant Point is a 100-acre Passamaquoddy reservation, established about 1822 and occupied by about 300 Indians. The affairs of these Indians are in the hands of the State's Indian Agent. These Indians early accepted Roman Catholicism, and have retained the religion to this day. A causeway leads from Pleasant Point over to Carlow Island, in the City of Eastport. At Perry village, sardine canning is a major activity. The township's southern corner extends into Cobscook Bay, following the line of East Bay to Pembroke. Boyden Lake lies in northern Perry. North Perry village is on Lewis Cove at the northern boundary. Farming, lumbering and the tourist business are major activities. At Perry is a stone marker on the exact midway point between the Equator and the North Pole.

Princeton—first settled in 1815 and incorporated in 1832 as the 296th town, the Town of Princeton (population 869) has as its northern border the line of Grand Falls Flowage, Long Lake and Lewy's Lake. Its chief village, Princeton, is situated in the north central portion of the township, on the lake shore, at the point where Route One bridges the water into Indian Township to the north. Here, at Princeton village, lumber products include clapboards, shingles, framing and boards. West Princeton is a village a little to the southwest. Between the two villages lies Princeton Airport. In Southern Princeton township is Pocomoonshine Lake, with the village of South Princeton in its eastern boundary, lying midway between Princeton and Woodland. Princeton is the center of an extensive hunting and fishing region, extending from Grand Lake on the northwest to the St. Croix River boundary with New Brunswick. Lumbering and farming also are major activities, along with sporting camps and tourist places. The town has a high school.

Robbinston—lying on the St. Croix River and Passamaquoddy Bay, the Town of Robbinston (population 555) was a grant extended by Massachusetts to E. H. and N. J. Robbins in 1786 and settled soon afterward. It was incorporated in 1811 as the 182nd town. Its main settlement, Robbinston Village, is situated in the east central portion of the town, on the river, and on Route One, next south of Calais.

The northern end of Boyden Lake extends into this town's southwestern corner, and Howard Lake is in the northwest. Eastern, Western, Moneymaker, Round and Goulding Lakes are in the central portion. Sardine canning and boat building are the major activities. The Seaboard Packing Company, in Robbinston Village, employs from 200 to 250 people seasonally. Farming, lumbering and the tourist business are major activities in the generally hilly township.

Roque Bluffs—situated along the coastline, south of Machias, with its coastal village of Roque Bluffs about seven miles distant from that community, the Town of Roque Bluffs (population 79) contains a total area of only 6,560 acres. To the west of Roque Bluffs is Shoppee Point, with Shoppee Island lying offshore in Englishman Bay. To the southeast is Cow Point, with Mack's Cove, Johnson Cove with its Calf Island, and Johnston Mountain (140) to the north. Hope Island lies half-way up Little Kennebec Bay, on the township's eastern edge, with Duck Cove above it near the township's northeastern corner. Englishman River runs down the middle of the township, alongside the road from Machias, and forms a sizable tidal inlet at its narrow mouth into Englishman Bay at Roque Bluffs village.

Steuben—the Town of Steuben (population 782) is the coastal township bordering on Hancock County. Gouldsboro Bay and Pigeon Hill Bay are the western and eastern boundaries of its southern portion, Dyer Neck and Petit Manan Point extending southward in two peninsular formations at either side respectively, these being separated by Dyer Bay. The principal settlement, Steuben, at the head of Gouldsboro Bay, on Route One, makes insecticides and also produces laths, vegetable crates, shingles and lumber products. Smithville is another smaller settlement farther north, on Tunk Stream, which empties into Gouldsboro Bay. Unionville lies near the northern border. Farming, lumbering, fishing and the vacation business are chief activities and the town has a high school and library.

Talmage—the Town of Talmage (population 66), northwest of Calais, from which it is about thirty-miles distant, contains half of West Musquash Lake in its western portion. Route One proceeds northward inside its eastern border through the northern half of the township, and an offshoot road leads over to the lake. The township has some sporting camps. It was incorporated in 1875 as the 437th town. It is heavily wooded.

Trescott—Lying along Grand Manan Channel of the Atlantic Ocean, just west of the Town of Lubec, the Town of Trescott was incorporated in 1827 as the 274th town. It surrendered land to help form Edmunds in 1828, and further portions were set off to Lubec in 1847 and to Edmunds in 1899. Bailey's Mistake is a small Bay marking its southeastern corner, while the mouth of Moose River effects a further indentation near the southwestern corner. The northwestern section is taken up with the deep inlet of Whiting Bay, while farther east is Straight Bay, a smaller inlet from Cobscook Bay to the northeast. South Trescott is at the head of Bailey's Mistake, and North Trescott is on Crowe Neck, the strip of land between Whiting Bay and Straight Bay. Several streams and brooks drain its hilly mainland area. Fishing, lumbering and limited farming are its mainstays.

VANCEBORO—lying to the south of Spednic Lake, along the St. Croix River, the Town of Vanceboro (population 496) is 42 miles north-northwest of Calais. It is served by the Maine Central and the Canadian Pacific, operating jointly over the same lines. Numerous sporting camps operate from the village of Vanceboro, a port of entry on Route 6 at the Canadian border, with a United States Customs office in operation.

To the north are Spednic Lake, the Narrows and Indian Channel. La Coute Lake lies a little to the northwest of the village, in the center of the township, which is small, embracing only 13,190 acres, 3,987 of which is bog or marshland. Vanceboro was incorporated as the 346th town in 1874. It was named after William Vance and Vance Mountain (863) is near the western boundary.

WAITE—the Town of Waite, with a population of 117, marking a decline of 23 per cent in ten years, is on Route One, 30 miles northwest of Calais. A side road leads eastward to Bingo, another small settlement. The Tomah Stream runs down through the town's central portion. Pulpwood operations take place in this township, which was settled in 1832 by John Dudley and Ephraim Fogg and incorporated in 1876 as the 440th town. It is heavily wooded and in the center of a hunting and fishing area.

WESLEY—the Town of Wesley (population 146) was incorporated in 1833 as the 303rd town. Its principal settlement, Wesley, is 20 miles northwest of Machias. It is situated on Route 9, as well as on Route 192, which comes up from Machias. It contains several hills and mountains, and Wesley Mountain (540), north of the village of Wesley, has a lookout station. It is a center for some camp activity, and has sawmills and lumber manufacturing. New and Old Streams, tributary to the Machias River, drain its central and western sections.

WHITING—the Town of Whiting (population 356) was settled in 1786 and incorporated in 1825 as the 262nd town. The principal settlement, Whiting, 17 miles east-northeast of Machias, lies just west of the Trescott town border and at the head of Whiting Bay. The Orange River flows into the bay at this point, and Orange Lake is one of the numerous lakes farther west in this township, whose former name was Orangetown. The southern portion of Gardner Lake is at the township's northwest corner, while Rocky Lake and Sunken Lake join with Orange Lake and Indian Pond in occupying most of its north central portion.

Route One passes from east to west through the township and Whiting village is at its junction with Route 189 to Lubec. Farming, lumbering, canning and the tourist business are major activities.

Whitneyville—this long narrow strip of land contains only 9,331 acres of which 1,222 acres are bog and swamp. The town (population 226) extends from the southeastern corner of Northfield southward to the coastal town of Roque Bluffs, with its leading settlement, Whitneyville, on Route 1A, occupying its entire mid-portion. At this point the Machias River flows through on its way to Machias, three and one-half miles to the southeast. The Maine Central Railroad serves Whitneyville village. Formerly a part of Machias, this town (Maine's 364th) was set off in 1845 and separately incorporated. The area was originally settled in 1763. Lumber is the main business here.

### Plantations and Townships

Brookton Plantation—formerly known as Jackson Brook Plantation, in the northern section of the county, was incorporated in 1883 as the 448th town, but the incorporation was repealed in 1941. It is now an unorganized township, traversed by Route One, on which the leading settlement of Brookton is situated, between the Jackson Brook Lakes and Baskahegan Lake, most of which is in southern Brookton. A road runs from Brookton village up to Forest City, at the Canadian border. Sporting camps are centered in Brookton and lumbering is a major activity.

Codyville Plantation—forty miles north-northwest of Calais, Codyville Plantation was formerly T. 9, R. 2, and the southern half was a grant to Hingham Academy. Route 6 passes through it from west to east, just south of Tomah Mountain with its twin peaks (1034 and 1078). Tomah Stream flows southwestward through the township's southeastern corner, being joined in the township by Little Tomah Stream and other tributaries. The major settlement is Codyville. Pulpwood cutting is a major activity.

Grand Lake Stream Plantation—ten miles west of Princeton, this plantation is just north of Big Lake and east of Grand Lake, which spill over into it and are connected by Grand Lake Stream in its southwestern corner. Musquash Stream and tributaries, flowing down from Talmage, enter the other end of Big Lake at the east. Some lumber business exists here, as well as canoe building; and the plantation is in the center of numerous sporting camps and of the Grand Lake Stream Hatchery. It was organized in 1897 and is one of the best-known fishing centers in the county (see county description).

Topsfield Plantation—Topsfield Plantation is just west of Codyville, traversed from east to west by Route 6, which passes along the southern shore of Farrow and East Musquash lakes, proceeding westward. On the eastern side of the township it is intersected by Route One running north and south. Topsfield settlement at the intersection, is a center for several camp projects. At the northern border of the township lies Baskahegan Lake, most of it in Brookton Township to north. Sporting camps and lumbering are chief activities.

No. 21 Plantation—organized in 1859 and lying immediately west of Princeton, No. 21 Plantation includes a portion of Big Lake in its northwestern corner. This region, containing some pulp wood, sporting camp and potato shipping activity, is connected with Princeton village and its airport, lying on Route One, by a side road leading in from it.

No. 14 Plantation—Cathance Lake, lying mainly in the northern portion of No. 14 Plantation and draining into the Cathance River, is reached by Route 191 north from East Machias and Route One, being 16 miles north-northeast of Machias. It does some Christmas tree business, and has sporting camp activity.

Township 18 and Township 19—lying to the west and northwest respectively of No. 14 Plantation, contain the East Machias River, which widens out into Round Lake at the boundary-line between them, then flows on southward through T. 18, emptying into Second Lake and draining from it again to proceed on its southward course and into the Town of East Machias. Rocky Lake also lies in T. 18, and Love Lake at the northeastern corner of T. 19, both on the East Machias River System.

Baring Township—contains most of the Moosehorn National Wildlife Refuge, operated by the Bureau of Biological Survey. The Maine Central Railroad passes northeastward through it on its way to Calais, five miles distant. In its northeastern corner Baring borders on the St. Croix River, and it contains portions of Meddybemps Lake and Little Lake. Route 191 passes through the Wildlife Refuge area, then northeastward along its edge to join Route One, proceeding along the Refuge's northern edge and into Calais.

Forest City Township—at the extreme north of Washington County, Forest City Township includes only 4,005 land acres. With a long inlet from the Spednic Lake on its eastern boundary, Mud Lake at the north and South Bay of East Grand Lake at the west, this township is almost completely surrounded by water, leaving only a narrow gate of high land on the south, with Spruce Mountain (1,035) and its foothills across the border in Forest Township.

At its northern extremity lies the settlement of Forest City, a port of entry with a United States Customs service. This is a sporting camp area. South of the port of entry, Wall's Hill (877) provides another rise in ground level. A road leads into the port of entry from Brookton, on Route One; and from Orient, in Aroostook County, the port is reached by Canadian Route 26 on the eastern side of East Grand Lake.

Forest Township (T. 10)—to the south of Forest City Township, contains Greenland (1074) and Spruce (1035) mountains at the north. The joint Maine Central and Canadian Pacific line, from Mattawamkeag to Vanceboro, traverses this township, crossing the road to Forest City, the port of entry. Tomah Lake is in the northwest section and Jackson Brook Lakes are in the southwest. T. 11, R. 3 lies between Forest Township and Vanceboro. It is bounded on the north by Spednic Lake, and contains Tomah Mountain (1,003) and Pirate Hill (900) with its lookout station. Lambert Lake extends southeastward into Lambert Lake Township.

**Lambert Lake Township** (T. 1, R. 3)—borders on T. 11 and Vanceboro to the north, and the Maine Central-Canadian Pacific line passes through the chief village of Lambert Lake, in its northeast corner, and into Vanceboro. Route 6 does likewise. The St. Croix River is its southeastern boundary.

**Dyer Township** (T. 1, R. 2)—lying south of Lambert Lake Township, borders on the St. Croix River. It contains Hound Brook Lake.

**Fowler Township** (T. 1, R. 1)—next township to the south, is cut in size as the St. Croix sweeps southwestward. Below Spednic Falls, Grand Falls Lake broadens out between Fowler and Baileyville to the south.

**Indian Township**—west of Fowler and north of Princeton, contains a State Indian Reservation, an area granted to the Passamaquoddies in the treaty of 1796. Battles between the Passamaquoddies and roving bands of Mohawks once took place in this area, which was always a favorite Indian hunting ground. The Indian Reservation is reached by the Grand Lake Stream road from Route One, somewhat north of Princeton, and from that side road another sharp left turn takes the motorist to Peter Dana Point, on the north shore of Big Lake. The Indians still hunt and fish in this area, and act as guides. Some make baskets for the visitors. Near the Reservation is a State Fish Hatchery. Big Lake, Lewy's Lake and Grand Falls Lake form the entire border of this township at the south. The Reservation has a Catholic school and chapel.

A block of unorganized heavily-forested townships lies to the south and west in this area, these being organized into north, middle and east districts, designated by the initials N.D., M.D. and E.D.

T. 27, E. D., contains a large portion of Big Lake, extending over from Grand Lake Stream and Indian townships to the north and No. 21 Plantation to the east. Clifford Lake lies in its southern part, extending over into T. 26, E.D.

T. 26, E.D., contains the southern half of Clifford Lake, as well as North and South Beaver Dam Lakes, and First, Second and Third Chain Lakes. Harmon Mountain (750) is in the eastern portion.

T. 37 and T. 36, M.D., extend westward from T. 26, E.D.; while from T. 27, E.D., T. 43 and T. 42, M.D., extend westward. These townships contain the headwaters of the Machias River. From the

Grand Lake Stream Plantation, farther north, Grand Lake (T. 6) and T. 5, N.D., extend westward, in each instance to the Penobscot County border, containing Lower Sysladobsis, Pug, Pocumcus and Grand Lake of the Grand Lake System, which extends northwestward into Penobscot County.

West of Wesley and Northfield extend T. 31 and T. 30, M.D., and Devereaux (T. 29), and, directly south of them, T. 25 and T. 24, M.D., and Beddington Town (see above). Route 9 leads from Wesley across Townships 31, 30 and Devereaux to Aurora. These townships contain Mopang Lake and Pleasant Mountain (1,374). From Mopang Lake, Mopang Stream flows southeastward through T. 24, then turns briefly northeastward, joining the Machias River in T. 25, to where it has flowed south from its headwaters.

A remaining group of wild land townships are those extending north along the Penobscot County border from T. 6, N.D., to the Aroostook County border at the north. They are: T. 6, R. 1, containing the southern portion of Pleasant Lake and the western half of West Musquash Lake as well as part of Scraggly Lake, Grand Lake, and Upper and Lower Oxbrook lakes; T. 7, R. 2 (Kossuth), through which Route 6 passes westward to Lincoln from Vanceboro; T. 8, R. 3, lying west of Brookton and Baskahegan Lake and containing several mountains of 1,000 feet (the Stetson group); and T. 8, R. 4, through which passes Route 169 from Springfield, connecting with Route One at Danforth for Houlton and points north. Hot Brook Lake forms the eastern boundary of T. 8, R. 4, dividing it from Danforth, while Penobscot County forms its western border and Aroostook County its boundary at the north.

Of this last group of towns, Kossuth was incorporated in 1876 as Maine's 441st town, but the incorporation was repealed in 1895, when it was organized as a plantation. Subsequently that organization was surrendered.

EDMUNDS is a former township next south of Dennysville and north of Whiting on Route One, a large part of its area being occupied by the Moosehorn National Wild Life Refuge. The Dennys and Cathance Rivers, with Great Works Pond, are in its northern section. Its land area faces on Dennys Bay and Whiting Bay, to the east. Edmunds settlement is on a shore road off Route One and Duck Harbor is in its northeast corner. Settled in 1786 and known as Township 10, it was incorporated the 276th town in 1828. Parts of Trescott were annexed in 1828 and 1899. The incorporation was repealed and organization surrendered in 1937.

# YORK COUNTY

YORK COUNTY is the southernmost county in Maine, with the Atlantic Ocean on its east and New Hampshire on its west boundaries. Cumberland and Oxford Counties form its northern boundaries. One of the earliest permanently settled counties in the State, it is today the most intensively developed recreationally, with famous textile industries and highly cultivated farm lands, along with considerable lumbering and saw mill activity and smallboat fishing.

York County's 1,020 square miles make it ninth in area in the State. Its coastal strip is distinctive for its miles of white sand beaches, the most important reason for its recreational development and more prominent in this area than any other section of Maine. A half-dozen small harbors and inlets provide shelter for many hundreds of fishing and pleasure craft, while at a few notable points, the generally sandy coast is broken with bold headlands and rocky points.

Inland, along wooded hills and fertile farmlands, scores of lakes, ponds and streams including several tidal rivers, extend placid waters popular for fishing and vacationing. The broad Saco River flows through the length of its northern section, extending into the foothills of the White Mountains from Fryeburg, in lower Oxford County. Several dams and large waterpower developments provide water and power for important industries along its banks. A favorite vacationing region since early Indian times, York County today has lost little of its historic charm. On major highways entering Maine from the South and only a short drive from densely-populated Eastern Massachusetts, York County annually receives the influx of most of the tourists and vacationers coming to Maine from the Eastern Seaboard. It has been estimated that some 70 per cent of all tourist traffic entering Maine comes in at the Kittery Junction of U. S. Route One and the Maine Turnpike and must traverse coastal York County before fanning out along the major highways from Portland. Other principal arteries of entry into Maine from the south are at South Berwick, Berwick and Lebanon, the latter opposite Rochester, N. H., and on U. S. Route 202.

At the Kittery junction of U. S. Route One and the Maine Turnpike is a new ''Gateway to Maine'' Information Center, which also contains an exhibition hall for Maine products. Built in 1950 at a cost to the State of $75,000, it is operated and maintained by the Maine Publicity Bureau. As an official Information Center and Hospitality Building, it is the most elaborate to date among the few States which have such establishments.

The Maine Turnpike is a 45-mile toll superhighway leading to South Portland and Portland, with exits and entrances at Wells, Kennebunk, Biddeford, Saco and Scarborough. Although its construction was at first regarded with some fear by business interests along extensively built-up Route One, the record of the past few years has shown a general business and traffic increase for both routes. Route One interests advertise that principal highway as "the scenic route," since it passes through the coastal villages and towns skirting the Atlantic; while the four-lane, divided Maine Turnpike is generally regarded by motorists as "the fast route" to Portland.

Along Route One, the shore route from Kittery, many access roads lead directly to shore and beach areas, with their recreational facilities and places of historic interest. At Kittery Point is Fort McClary State Memorial, an hexagonal structure built about 1844 on the site of Fort William, the first recorded fortification on the Maine side of the Piscataqua River, built about 1715. The 27 acres of this memorial today are a popular picnicking and bathing spot.

Kittery, one of Maine's oldest towns, is the site of the so-called "Portsmouth" Navy Yard, specializing in the contruction of modern submarines. It was here that a group of four German U-boats surrendered to a Naval Reserve unit at the close of World War II.

The Town of York, another of Maine's earliest settlements, is next north along the shoreline, with York Village, York Harbor, York Beach, Cape Neddick and Bald Head Cliff also popular with vacationers, writers and artists. The first chartered city in America, York was a popular summer playground with the Indians long before it became a Royal Colony in 1641.

Ogunquit, in the Town of Wells, has a famous summer theater and art colony, with rambling shoreside walks of great scenic beauty. Ogunquit is an Indian name, meaning "Beautiful Place by the Sea." Wells Beach, nearby, annually draws thousands of vacationers and cottagers to its sloping, four-mile strand. Next north along Route One and the shore are Kennebunk and Kennebunk Beach, another widely-known resort and summer home area, and Kennebunkport, with several small beaches, the Kennebunk River inlet and Cape Porpoise, a picturesque fishing and resort village.

Fortune's Rocks and Biddeford Pool, another extensive beach area on the southern side of Saco Bay, are the shoreside sections of the City of Biddeford, largest in the County, and an important industrial and commercial and banking center. Biddeford is the site of the famous Pepperell Mills and Saco has the York Mills of the Bates Manufacturing Co., both important textile plants. The Saco-Lowell Company's textile machinery made in Biddeford equips mills throughout the world and is one of the largest producers of this specialty in the Nation. Together with the City of Saco, on the northern bank of the river, this is a leading center also in smaller manufacturing and service industries and both cities have excellent residential and shopping districts, with farming activities in the suburbs. Biddeford and Saco also are hubs for highway traffic into the western and northern interiors of York County, which has predominantly hill and lake features. Shoreward from Route One in Saco, branch roads lead to the resort sections of Bay View, Camp Ellis, Ocean Park and Old Orchard Beach. These latter communities, famous for years as summer colonies and oceanside resort areas, now are increasing their year-around populations to a considerable extent.

Old Orchard Beach, focal point of an eight-mile-long white sand beach area, stretching from the mouth of the Saco River to the Scarbrough River at Pine Point (Cumberland County), features a five-mile strip of smooth sand from 400 to 700 feet wide, warming the surf considerably on sunny days. With more than 100 hotels, scores of rooming houses and restaurants, it is a world-famous amusement and convention center. More Canadians visit this area of Maine each summer than any other resort section even in their own country. A fast, one-mile kite track draws thousands annually to a harness race meet.

On the southwestern and inland side of the county, South Berwick, Berwick and North Berwick are in a rich farm area famous in New England history and tradition. The first sawmill in New England was located in this area. Maine sent more men from this area to the Revolutionary War than any other section of New England and one family here provided Governors for both New Hampshire and Massachusetts. Near South Berwick is the home of Gladys Hasty Carroll, contemporary novelist, who uses Maine and New England as the locales of many of her writings. The Sarah Orne Jewett House, preserved as a museum, contains some of the most beautiful features of any house in New England.

Beyond the Berwicks, the Bauneg Beg Hills, gateway to Sanford, have been developed as a winter sports area, as well as a summer playground, with swimming, fishing, hiking, golfing and other prominent outdoor sports. Another gateway to Sanford is U. S. Route 202, entering the State from Rochester, N. H., and crossing the Salmon Falls River into the Town of Lebanon, rich in history and scenery, with gently rolling, pine-clad hills, many brooks and ponds and a fine lake, North East Pond.

Sanford and Springvale, geographically in the center of York County and in a superb lake and hill area, is the home of the Goodall-Sanford industries, whose Palm Beach cloth, upholstery and decorative fabrics are known throughout the world. It is the largest community in Maine still under the historic town form of government and also is the home of Nasson College, first college for girls established in Maine. Its airport, free from frequent fog conditions along the coast, is one of the best in the State.

Roads northwest from Sanford-Springvale lead to a summer vacation region dotted with lakes, ponds and streams. Mousam Lake, Square Lake, Pleasant Lake, Balch Pond and Great East Pond nestle among wooded hills and rolling farm lands in Acton, Shapleigh and Newfield. Northeast from Sanford is the charming county seat of Alfred, whose courthouse vaults contain the oldest continuous court records in the United States, dating back to 1635. Beautiful old houses of prominent early families line its quiet streets under towering elms. The Whipping Tree, on Oak Street, is said to be the only whipping post remaining in New England from early colonial days.

Directly east from Alfred is the road to Lyman and Biddeford. Lyman is the heart of the County's white pine belt and has three large ponds, Kennebunk, Bunganut and Swan, within its town limits. A village, Goodwin's Mills, is the business center of Lyman. North from Alfred to Waterboro and East Waterboro, Route 4 passes through a recreational, farming and small industry section dotted with lakes and small mountains. Shaker Pond is just off Routes 4 and 202, while Little Ossipee Pond, where the North Star Camp of the Portland YMCA is located, is at the foot of Ossipee Mountain, which rises 1,050 feet almost from the shore of a salmon-stocked lake. Ossipee Mountain has a CCC automobile road almost to its peak and is a popular picnic and vista point, with a beautiful panorama of the countryside and to the sea.

From the Waterboros, Route 5 leads to the northwestern corner of the County, with farming and small industry towns of Limerick, East Parsonsfield, Cornish and Limington. This also is beautiful hill and lake country, with Sokokis Lake, Little Ossipee River, Pequawket Lake and other lesser ponds and streams and pleasant valleys that made it popular with the Indians and early settlers. In the north central part of the County is the Saco River Valley region of Dayton, Hollis Center, Bar Mills and West Buxton, the latter made famous by Kate Douglas Wiggins' "Old Peabody Pew." The scene of this famous story and play is the old Tory Meeting House at Buxton Lower Corner.

Besides its famous textile plants at Biddeford and Sanford, and its extensive recreational development, York County is a highly cultivated agricultural area, having 140 days annually without killing frosts. It is part of the Atlantic Truck and Vegetable Region, growing crops such as peaches and melons, usually raised further south. Dairying, poultry raising, livestock, orcharding and forestry are important components of its rural economy and it contains the largest orchard in Maine, of more than 16,000 trees.

Massachusetts took over jurisdiction in 1658 of part of the lands granted to Sir Ferdinando Gorges in 1639 from Charles I, which had been called the Province of Maine. Massachusetts named the territory from the Piscataqua River to North Yarmouth, Yorkshire, which was extended by the charter of 1691, over what is now the entire State. In 1760 the counties of Cumberland and Lincoln were set off and separately incorporated, but York County remains as the oldest county in the State. It contains two cities and 26 towns. Its 1950 population of 92,931 was a 12.6 per cent gain over 1940.

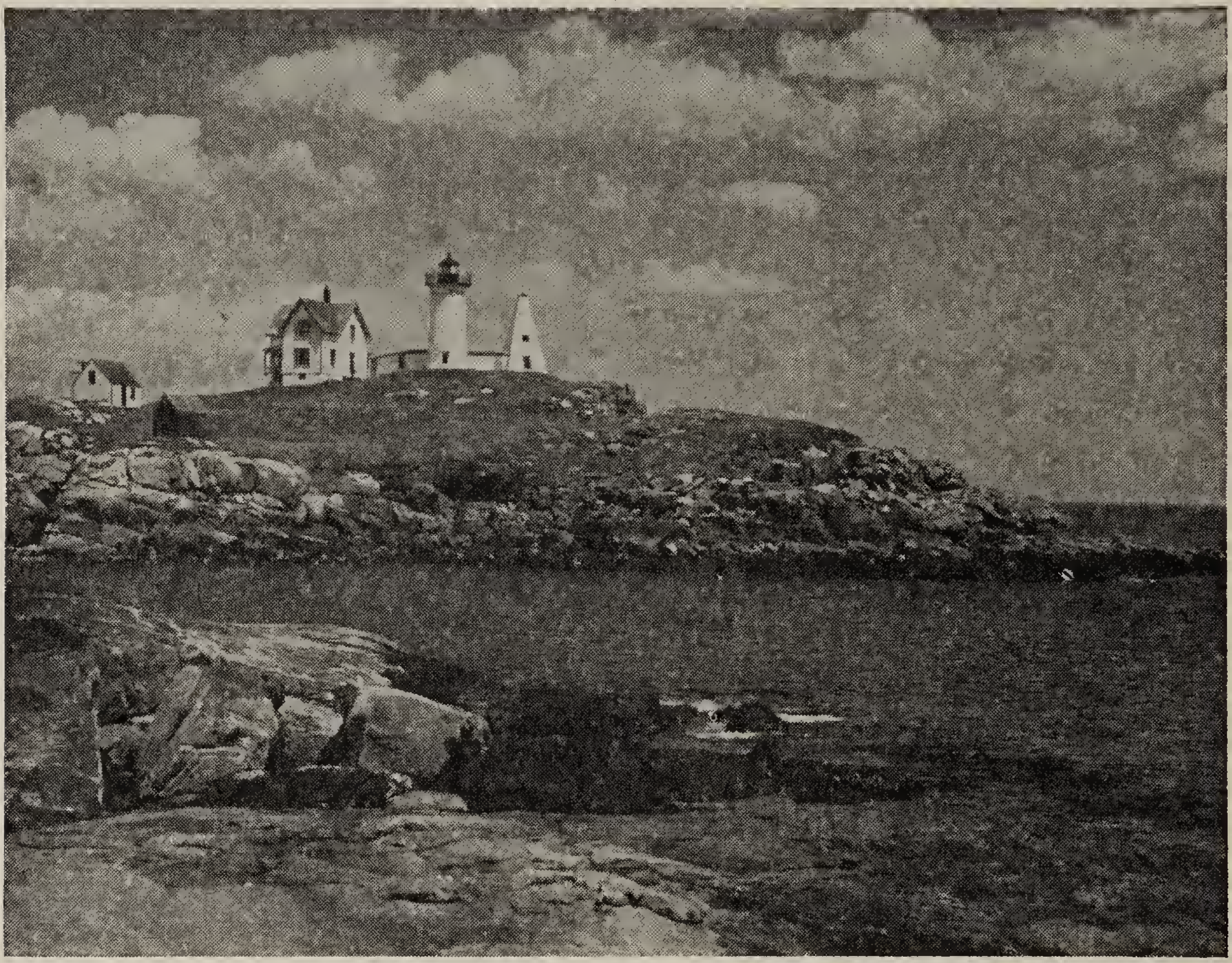
## Scenic Routes and Vista Points

HILLS AND LAKES: Newfield, Route 11, rolling hills, lakes and mountains. Parsonfield-Kezar Falls, Routes 5 and 160, Cedar Mountain (1220); Wiggin Mountain (1275); Randall Mountain; Lougee's Ridge; mountain and lake vistas. Sanford, Routes 202, 4, 11, 109, Bauneg Beg Mountain (866). Shapleigh-Acton, Routes 11, 109, views of lakes and mountains. Waterloo, Routes 202, 5, Ossipee Mountain (1050), CCC road to summit, picnic sites and lookout. York, unnumbered road off Route One from Cape Neddick, Mount Agamenticus (692).

SHORE: Route 103-1A, Kittery to Ogunquit. Route 9, Wells to Biddeford, scenic drive, rocky coast and beaches. Biddeford Pool, off Route 9. Kittery Point, view of Isles of Shoals. Old Orchard Beach, seaside beach stretch. York, York Nubble Light, York Cliffs, York Harbor, Bald Head Cliffs.

### Recreational

Ocean Beaches: York Beach, York Harbor, Ogunquit, Wells, Kennebunk Beach, Kennebunkport, Goose Rocks Beach, Fortune's Rocks, Biddeford Pool, Ferry Beach, Ocean Park, Old Orchard Beach.



*York Nubble Light, York Beach*

Deep sea fishing: York Harbor, Ogunquit, Wells, Kennebunkport, Cape Porpoise, Biddeford Pool, local arrangements and charters.

Striped bass fishing: Tidal rivers, York River, Wells River, Little River, Mousam River, Saco River.

Fresh water fishing: Most lakes, ponds and streams. (Cf. official annual booklet of Department of Inland Fisheries and Game).

Swimming and boating: All lakes and ponds. Local facilities.

Golf: Biddeford Pool, Abenakee Club (9-35); Biddeford-Saco Country Club (9-36); Kennebunk Beach, Webhannet Country Club (18-70); Kennebunkport, Arundel Country Club (9-35); Ogunquit, Cliff Country Club (18-72); Old Orchard Beach Country Club (18-70); Sanford, Bauneg Beg Country Club (9-36); York Village, York Golf and Tennis Club (18-70).

Tennis: Various hotels, resorts and country clubs.

Race Track: Old Orchard Beach kite track; Acton Fair grounds.

Summer theaters: Ogunquit Playhouse (Route One); Kennebunkport Playhouse; Kennebunk Town Hall, Arundel Civic Light Opera Association.

Sailing and yachting: All harbors and bays. Yacht clubs at Kennebunkport, Ogunquit and York Harbor.

## Cities

Biddeford—Biddeford is the largest community in York County (population 20,785) and its most important industrial, commercial and banking center. It is linked with Saco, across the Saco River to the north, both historically and in economic development, the latter being predominantly residential, but also an industrial and commercial center. Both cities also have an extensive shore frontage at the mouth of the Saco River.

On the south side of the river, Biddeford is the site of the Pepperell Manufacturing Company, employing more than 2,500 operatives in producing sheeting, blankets and suitings. It also has the Saco-Lowell Shops, employing more than 3,000 in making textile machinery shipped to factories throughout the world. Other industrial products include women's shoes, wooden boxes and shook, wood heels, rough and finished lumber, bakery products, printing, beverages, iron castings, mattresses and box springs, boats, cement blocks and brick, and composition heels.

It has several hundred wholesale, retail and service establishments, three banks, and many professional offices. It has a radio station, WIDE, and an evening newspaper, the *Biddeford Daily Journal,* as well as a French language newspaper, *La Justice de Biddeford.* Biddeford has five public schools and six religious schools and convents, with a total enrollment of more than 4,000 pupils. St. Francis College and Marie-Joseph Academy are among its institutions of higher learning. McArthur Library has more than 27,000 volumes. A new Notre Dame Hospital is being completed and Webber Hospital is adding a large wing.

Biddeford is on Route One and the main line of the Boston and Maine Railroad. Routes 9 and 208 lead to the city proper from the shore section, where the subsidiary villages of Fortunes Rocks and Biddeford Pool, both popular summer resorts, are located. Westward, Route 111 is the main highway to the shire town of Alfred, while other local roads follow the south bank of the Saco River into adjoining Dayton. The Maine Turnpike traverses its western boundary, with a traffic interchange across the river in Saco. The Saco River is navigable for seven miles from the sea, up to the dams in the city center, which furnish water and power for the large industries. Biddeford Pool is an unusual coastal harbor formed by Fletcher Neck on the southeast and another narrow spit of land on the northwest. The channel opening is called The Gut and small fishing craft use the harbor here. The ocean side of Fletcher Neck is an excellent beach area.

The earliest recorded exploration of the Saco River mouth is that of Martin Pring in 1603. Champlain also visited it in 1605 and, in 1616, Richard Vines and a company of Englishmen, on orders of Ferdinando Gorges, visited the area and returned with glowing reports of its excellence. Permanent settlement dates from 1630. The Biddeford-Saco area was incorporated the fourth town in 1653. The first charter for the two places combined was granted in 1718, under the name of Biddeford. Saco was set off in 1762 and Biddeford was incorporated a city in 1855. The first cotton mill was built in 1826 and since then both cities have developed industrially and economically.

Since the turn of the 20th Century, with the development of the vacation-travel industry, Biddeford has expanded as a shopping and residential center for a wide coastal area. Dairying is an agricultural mainstay. The present mayor, Louis B. Lausier, is in his tenth successive term, having been in office since 1941. There are ten councilmen and seven aldermen.

Saco—Saco is on the north side of the Saco River from Biddeford, the two cities forming the second most important industrial center in the State. Its population of 10,349 is a 19.9 per cent gain over 1940. Largest industry is the York Division of the Bates Manufacturing Company, employing nearly 2,000 operatives in the manufacture of grey and colored cotton piece goods. It is located on an island in the river. Other industries are in women's shoes, loom pickers and hammers, bakery products and beverages, printing, rough and finished lumber and cement blocks, and wooden rolls. It has two banks and nearly 150 businesses in the retail and service trades and professional lines.

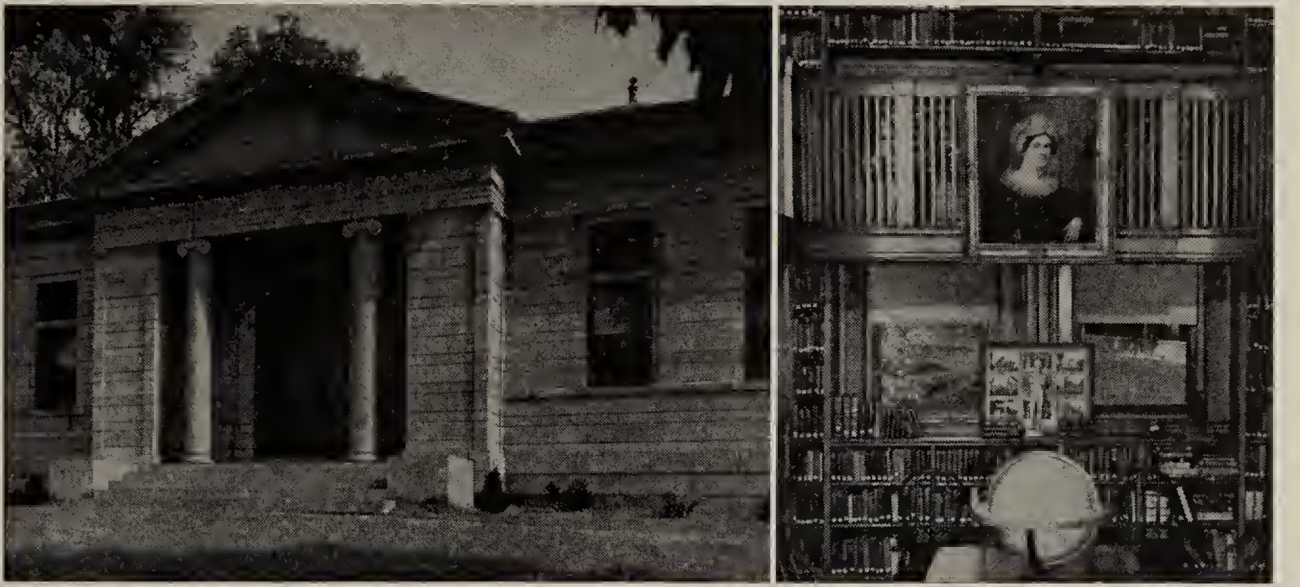
Like Biddeford, it is on Route One and the main line of the Boston and Maine Railroad. Route 9 leads to the Camp Ellis beach area at the mouth of the Saco and Route 5 leads to Old Orchard Beach, next northeast. Inland, Routes 5 and 112 lead to the hill and lakes area of northwestern York County. In the western part of the township is the traffic interchange of the Maine Turnpike.

Thornton Academy is its noted high school, with a college type of campus. More than 2,200 pupils are in public and parochial schools in the city. Historic old homes, set among ancient elms and lawns, and its proximity to the extensive beach area have made Saco an attractive residential community. Dairying is one of its major agricultural activities. Goosefare Brook, a tidal inlet, is its northeastern boundary with Old Orchard Beach and the township then extends to the Scarborough town line on the north. Buxton is on its northwestern boundary. A large swamp area, The Heath, is in the center of the township.

Thomas Lewis and Richard Boynthon, under grant from the Plymouth Colony, settled here permanently in 1630, following the first settlement of the area in 1623. Saco was set off from Biddeford as Pepperellborough in 1762 and the name was changed to Saco in 1805. It was incorporated as a city in 1867. It has a mayor-aldermen form of administration. Camp Ellis and Bay View are oceanside beach settlements and more than a score of motels and tourist places are located within the city's limits. A new $3,000,000 plant of the Saco-Lowell Shops was in the first stages of construction early in 1951, on the site of the former Saco Town Farm.

## Towns

Acton—lying at the New Hampshire border, the Town of Acton (population 469) has as its main center the village of Acton, on Route 109 from Emery Mills to Sanbornville, N. H. Acton village is 14 miles west-northwest of Alfred, the shire town. Lumber is a major product here, and there are numerous boys' and girls' camps, as well as some sporting camps, in the area. South Acton village lies west of Loon Pond, a smaller body of water south of Mousam Lake. North of Route 109, between Acton and the State border, is Wilson Lake and Horn Pond. Portions of Great East Lake and Balch Pond extend into the township farther north.



*The Parsons Memorial Library at Alfred (Left) (Right) Greenwood's Portrait of Sally Brooks Holmes, Wife of One of Maine's First Two U. S. Senators, Hangs Here.*

Abounding with rolling hills, small farms with peach and apple orchards, and with more ponds than any town in York County, Acton is a summering place for people from all parts of the United States, many of whom occupy houses and cottages along these lake shores. A silver mining company, capitalized at $500,000, once successfully developed a mine in the township; but apple raising proved more interesting to most of the dwellers in the area. First settled in 1772, Acton was incorporated in 1830 as the 286th town. A portion was ceded to Shapleigh in 1831. Acton's population has increased 19.6 per cent in a decade. Local roads lead to adjoining areas of Shapleigh, Lebanon and Newfield and into New Hampshire.

Alfred—the shire town of York County, Alfred (population 1,106), was first settled in 1764, although its new Court House contains the oldest continuous court records in the United States, dating back to 1635, and including the original grant of Charles I to Sir Ferdinando Gorges. The town was incorporated in 1808, the 169th. Portions of it were ceded to Sanford in 1828; and Alfred itself annexed a portion of Waterboro in 1847.

John Holmes, first United States Senator from Maine, was an Alfred man. His home, still standing in Alfred village and recognizable by the row of bows and arrows around its roof, was built in 1802, and was selected by the United States Government as one of the famous houses of America. The "Whipping Tree" in Oak Street, Alfred village, is said to be the only whipping post left in New England. The original Court House was built in 1806, but was remodeled in 1852 and enlarged and modernized in 1896, 1917 and 1927. The central portion was rebuilt after a fire in 1933. The Supreme Court was brought here from Kennebunk in 1802.

In the village of Alfred, Route 111 from Sanford to Biddeford crosses Route 4 from South Berwick to Waterboro. Route 111 crosses over the north edge of Massabesic Experimental Forest, a National Forest Service project which lies partly in the Town of Alfred. The village of Alfred is noted for its dignity and background. North Alfred, at the northern end of the township, commands a view of Fort Ridge (1,124) to the west. Middle Branch River and Shaker Pond drain the township. Farming and lumbering are mainstays and the town has more than a score of businesses. A high school and an academy of the Christian Brothers at a former Shaker settlement are among its institutions. Alfred has two libraries, besides the York County Law Library.

Berwick—the Town of Berwick (population 2,155) lies on the New Hampshire border, the Salmon Falls River constituting its entire southwestern boundary. Lying on the river is its main village, also called Berwick, opposite Somersworth, N. H., and connected by Route 9 with North Berwick and Wells. Route 103 leads southeastward to South Berwick, in the Town of South Berwick.

The first settlement here came in 1627, Berwick being then and for a long time afterward a portion of the Town of Kittery, from which it was detached and separately incorporated in 1713 as the 9th town in the District. A little over a century later, in 1814, a portion was set off to create South Berwick. Further concessions were made to create North Berwick in 1831 and to enlarge South Berwick in 1841 and 1881 and North Berwick in 1875.

Old Berwick was the most populous community in all Maine, and it contributed more soldiers to the cause of the Revolution than any other Maine town. The name "Berwick" derives from a Scottish place name. The Indians pillaged the region in 1675 and destroyed it in 1689, after which it was not rebuilt until 1703. An older name was Newichawannock.

Lumber, millwork, windows, sashes and doors, blinds, screens, wooden louvres and leather constitute some of Berwick's major products today and farming also is a mainstay. One of Berwick's leading citizens of the past was "Master" John Sullivan, who conducted the town's public schools some time after 1723. He was a leader in the first overt act of the Revolution, and was a general in the war and afterward a Governor of New Hampshire. His brother, James Sullivan, was a leading lawyer, a Governor of Massachusetts, and a writer whose speeches helped establish the principles upon which the United States was founded. Washington, Hancock, Adams and General Warren were among the friends of these two brothers.

The town has about two scores of businesses and a high school. Little River, in the northern section, is its principal watercourse. Wooster and Loves Brooks also flow into the Salmon Falls River.

Buxton—the Town of Buxton (population 2,003) was settled in 1748, and was incorporated in 1772 as the 25th town. It ceded land to Standish in 1824. The main village, also named Buxton, is 14 miles northeast of Alfred and 18 miles west of Portland. It connects with Route 4 to Gorham and Route 22 to Portland. Buxton Center and West Buxton, the latter on the Saco River, are other settlements to the west, while from West Buxton, Route 112 leads to Gorham to the northeast, and here curves around to the southeast, passing through Bar Mills to Saco.

Some lumber and several scores of business establishments are found in these villages, which have gained in population in recent years, the entire township population being up 17.3 per cent in a decade. At Bar Mills is a plant of the Rogers Fibre Company, employing more than 100.

Kate Douglas Wiggin has memorialized Buxton in her story, "Old Peabody Pew," which achieved its major success in dramatic form, the setting of the tale being the old Tory Hill Meeting House at Buxton Lower Corner, where she first presented the play early in the century. She read the prologue and directed the production, while many of the actors were probably relatives of some of the people she had in mind when she created her characters. The play has been repeatedly given here since that time. In the graveyard of the church is a monument to Mrs. Wiggin's memory, although, by her wish, her remains were cremated and scattered in the Saco River opposite her home in Hollis.

The Saco River forms Buxton's western boundary, and here is the picturesque Salmon Falls Gorge, through which the river formerly rushed on its way to the sea, shared by Buxton and Hollis townships alike. The newly-built Union Falls power dam just below, now backs up the river into a more placid stream. New bridges span the river at both West Buxton and Bar Mills, where former bridges were washed away in the 1936 floods; and those two villages spread across each bridge into the Town of Hollis.

Cornish—the Town of Cornish (population 791) is one of the three northerly York County towns, lying between Limington on the east and Parsonfield on the west, with the Ossipee and Saco rivers forming its northern boundary with Oxford and Cumberland counties. Its chief settlement, Cornish, is situated on the Ossipee River just west of its junction with the Saco. This village is on Route 25, 31 miles west-northwest of Portland, and connecting with Route 117 southeastward to Hollis and northward to Norway, in Oxford County, as well as Route 5 to the Fryeburg. The village of Cornish has printing and women's dress manufacturing activities along with farming, lumbering, orcharding and a score of businesses.

The township, containing less than 14,500 acres, is delightfully hilly, with small streams winding through its many valleys, some of them roaring like mountain brooks. Farms slope up and down the hillsides. The region was originally settled in 1776, and in 1794 was incorporated as the 88th town. Long before the main settlement of the area, it was known as Francisborough, then Francistown, after the Christian name of Francis Small, who in 1660 purchased the territory between the Great and Little Ossipee rivers from an Indian chief, Captain Sunday. The town's records were destroyed by fire in 1865. It has a high school and public library.

DAYTON—the Town of Dayton (population 495), lying immediately northwest of Biddeford, has as its major settlements Goodwin's Mills, at its southern tip, and Clark's Mills, to the north, which run over into Lyman and Hollis respectively. These two villages are connected by Route 35, leading southward to Kennebunk, and connecting with Route 5 from Saco. At the southwestern edge of the township, Route 5 runs northwestward along the rim of Massabesic Experimental Forest, a National Forest Service area extending over from the Town of Lyman. Cook's Brook and the Saco River form Dayton's northwestern and northeastern boundaries respectively. At Clark's Mills lumber and wooden box shook are among the chief products.

Dayton is part of the great area purchased from the Indian princess, Mogg Megone, by Major William Phillips in 1664. It was not settled until about 1753. A century later it was detached from Hollis to be incorporated in 1854 as the 391st town. Although it is next to the smallest in population of all York County towns, it gained 9 per cent from 1940 to 1950.

ELIOT—Eliot, a town of stately beauty and distinguished background (population 2,528), lies south of South Berwick and north of Kittery along the Piscataqua River. The head of navigation from the sea reaches up almost to its northern border, and along the river shore Route 103 passes southeastward through the township from Berwick to Kittery, while the inland Route 101 also cuts through this township. A growth of 30.8 per cent in population in a decade indicates a condition which this township has shared with Kittery and other communities at Maine's southern tip.

Along with Kittery, the region was settled at an early period. Eliot continued as a part of Kittery, being known as the Upper Parish until its incorporation in 1810 as the 178th town. It annexed a portion of Kittery in 1829, an earlier annexation act of 1826 having been repealed. Many fine homes grace this town, and higher elevations and eminences command views of Portsmouth, New Hampshire's only seaport. Camps and cottages are to be found along the riverfront. The Cocheco River, which flows into the Piscataqua about midway down the western edge of the township, furnishes water contact with Dover, N. H. The earlier settlers in this area were allowed to take up as much land as they could fence, paying 2 or 2½ shillings per acre for 100 years' use of the property.

The chief settlement, Eliot, has some lumber activity, and one firm manufactures water struck brick here; but many residents of the area are employed in Kittery and the United States Navy Yard there. The first Quaker Meeting House in Maine is to be found in Eliot. It was first built in Dover, N. H., but was taken down and rebuilt in Eliot in 1766. Kennard Corner, East Eliot and South Eliot are other villages in the town.

It was in William Everett's Tavern, in Eliot, where a tablet marks the spot, that the document was signed which made Maine a part of Massachusetts until 1820. Farming and lumbering are basic activities and the town has a score of businesses, a high school and library.

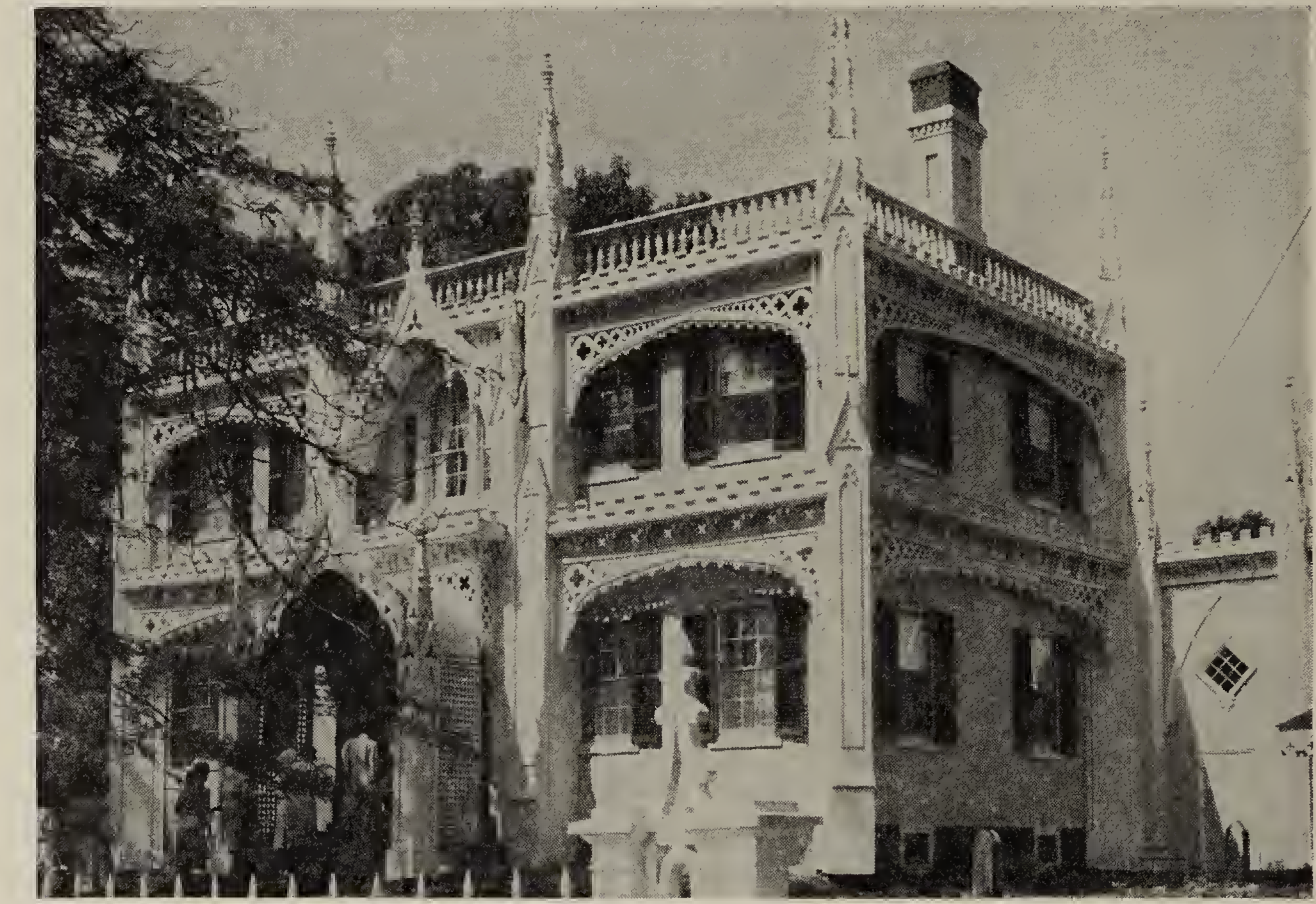
HOLLIS—the Town of Hollis (population 1,214) is divided from Buxton by the Saco River and from Dayton by Cook's Brook. Two of its leading settlements spill over into it from neighboring townships—West Buxton, from Buxton; and Clark's Mills, from Dayton. Other settlements are Salmon Falls, Hollis Center, West Hollis and North Hollis. At Hollis Center, Route 35 from Kennebunk northward intersects Routes 4 and 202 to Bar Mills and Route 117 to Buxton. Route 117 runs northwestward to North Hollis, connecting also with West Hollis. At Hollis Center wooden box shook and some rough lumber are produced. At Salmon Falls, another village in southern Hollis, Kate Douglas Wiggin had her home, "Quillcote," situated just above the famous Gorge, once the scene of many a spring log-drive down the Saco. Many of her stories were especially connected with this region—notably "Old Peabody Pew" (see Buxton above). Others for which she became famous included "Rebecca of Sunnybrook Farm" and "Rose of the River." She founded the Dorcas Society, which annually stages the Dorcas Fair. The boyhood home of the sculptor, Benjamin Paul Akers, was also at Salmon Falls. His statue, "The Pearl Diver," is at the Sweat Art Museum in Portland. His wife, Elizabeth Akers Allen, wrote the words of the famous song,

> "Backward, turn backward, O time in thy flight,
> Make me a child again just for tonight."

Hollis was originally settled in 1753, and was incorporated in 1798 as the 117th town. Its name was changed from Phillipsburg, the name under which it was incorporated, in 1812. In 1854 part of Hollis was ceded to Dayton. Hollis annexed part of Waterboro in 1866. Farming and lumbering are leading activities and the town has a high school at West Buxton and a library.

KENNEBUNK—the Town of Kennebunk (population 4,255) is divided from Wells, to the south, by the Branch River; and from Kennebunkport and North Kennebunkport, on the north, by the

Kennebunk River. Route 35, beginning at Kennebunkport, intersects Route One at Kennebunk village, the main population and business center of the town, and farther to the northwest, in Dayton, intersects Route 5, thus connecting the motorist with almost every part of western Maine. Just west of Route One, is the Maine Turnpike Kennebunk interchange, with service headquarters and restaurant. Among the products of Kennebunk village are paper boxes, women's shoes (the Kesslen Shoe Company employing between 600 and 700 workers), wedge heels, fiberboard shoe counters and fibre trunks, barrels, boxes and roving cans. Job printing and book publishing are other activities here.



*Wedding Cake House, Kennebunk*

Kennebunk Beach is one of the prominent seashore playgrounds of Maine in the summer months. Many summer homes dot the beach area, while excellent hotels cater to the visitor from far and near. The architecture of the homes on the seacoast and throughout the township is of early American style. Many of the residents are people from other parts of the United States who, upon retiring from business, have chosen to make their homes here.

This area was originally settled in 1650. At first it was a part of Wells, where a sizable colony of settlers had appeared by 1718. In 1820 it was detached from Wells and incorporated as a separate town (Maine's 238th), although a portion of it was set off to Wells again in 1868. In the decade from 1940 to 1950 its population grew 15.1 per cent. West Kennebunk and Kennebunk Landing are other settlements in the township and the Mousam River runs through its town center.

It, too, has had famous residents. The "Wedding Cake House" at Kennebunk Landing was constructed by hand by its owner, a ship's carpenter, in the early nineteenth century. The sea captains' houses in the old days at Kennebunk were veritable mansions, with elegant interiors and furnishings and spacious grounds; and their owners were the builders of world-famous sailing vessels which brought back to Maine oriental and European trinkets and ornaments, establishing here the peculiarly international culture that lingers to this day. In Storer Street, Kennebunk, stands the historic Lafayette Elm, under which Lafayette addressed the people in 1825. Just off Route One, in Kennebunk, is the birthplace of Kenneth Roberts, who now lives in Kennebunkport. A busy commercial and vacation center, Kennebunk has several scores of businesses of all types, modern high school, a library with 17,000 volumes and many hotels and tourist inns. *The Kennebunk Star* is its weekly newspaper. The Brick Store Museum is a craft, antique and display center for early Americana of the region.

*Farm Buildings, Kennebunkport*

KENNEBUNKPORT—the Town of Kennebunkport (population 1,494), to the northeast of Kennebunk, dates back in its settlement to 1629 by Richard Vines. It had already been visited by fishermen as early as 1602. Many Indian encounters took place here in the early days.

One of the most serious in Maine was fought at Cape Porpoise, a famous fishing village in the town. In fact, when the town was incorporated in 1653 as Maine's 5th town, the name chosen for it was "Cape-Porpus." In 1688 it came under the domination of Saco. In 1719 the name was changed to Arundel, and in 1821 the present name of Kennebunkport was adopted. In 1915 a portion of the town was detached to form North Kennebunkport.

The actual village of Kennebunkport lies at the southern tip of the town, along the coastal area, at the mouth of the Kennebunk River. Rough lumber and commercial and pleasure boats are major products sold here. The Kennebunkport Playhouse is a summer theater which attracts numerous out-of-town visitors. This village is situated on Route 9, which follows a coastal course east of Biddeford and Saco.

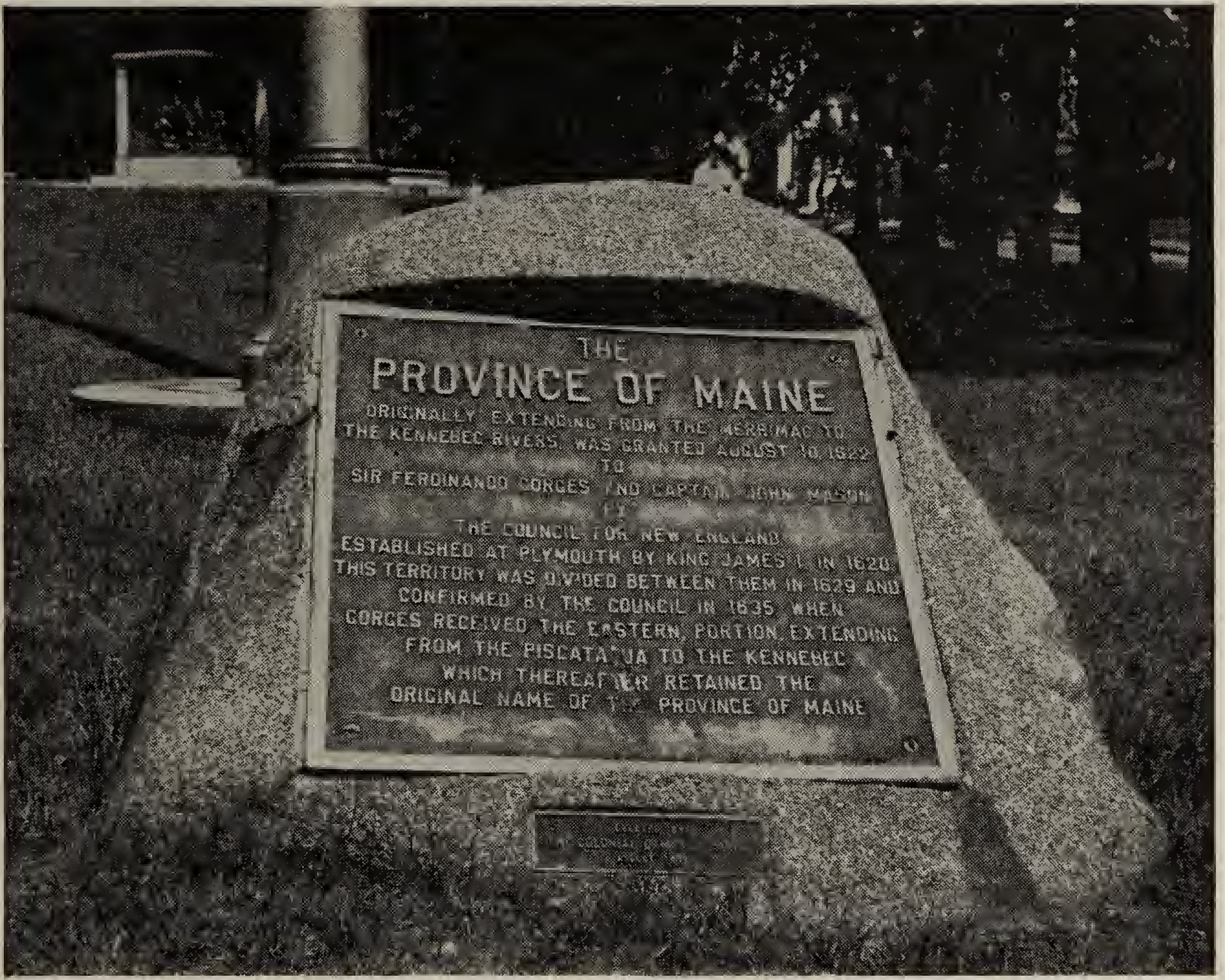
Cape Porpoise, which is now the name of a picturesque fishing village, lies a short distance northeast of Kennebunkport village, on this route. Offshore at this point are several islands — Green, Folly, Trott and Stage. Goat Island Light is situated in the harbor here. Goose Rocks Beach lies on Goose Fare Bay, a sizable indentation, at the head of which a cape extends eastward between Goose Fare Bay and Curtis Cove, reaching down to a point opposite Timber Island. By Route 35, from Kennebunkport village, this area is connected with Route One, which provides access to all portions of Maine and other regions of the United States and Canada.

The first settlers here were seafaring people, and Kennebunkport Town still boasts many old sea captains' mansions. The writers, Margaret Deland and Booth Tarkington, lived here for years; and "Arundel," the novel of Kenneth Roberts, was set here, and many of its characters were conceived in the light of his observations of local people. Canoeing and motorboating are popular sports on the Kennebunk River, and artists make this place their headquarters . A monastery of Lithuanian Franciscans was established here in World War II. Kennebunkport has the third largest concentration of summer hotels in the state, some 15 of them of varying size. The Perkins Grist Mill (1749) is among its historic places.

KITTERY—Kittery, first settled in 1623 and known formerly as Piscataqua, was incorporated in 1647 as Maine's 1st town. It lies at the southern tip of the state, and furnishes the chief avenue of approach for the rest of the United States and the outside world. Probably for this reason it has figured more prominently in the history and romance of early Maine than virtually any other community. It saw the early fishing endeavors of the European settlers, the conflicts with the Indians, the thriving shipbuilding industry of Maine in its earlier seafaring period, and the more recent growth of industries, including those connected with war and defense, and the success of Maine in developing the vacation-travel business as a source of primary income. At an early period it was the meeting ground of Maine men with their Massachusetts associates to the south. It was, for Massachusetts, representative of Maine.

It was the birthplace and burial-place of Sir William Pepperell, who conquered Louisburg in 1747, and whose home at Kittery Point, built in 1682, is one of the oldest houses in America. On Badger's Island, on the Maine end of the Interstate Bridge, was built, in 1777, John Paul Jones's *Ranger,* the first ship to fly the Stars and Stripes when it sailed to France to apprise the American commissioners of Burgoyne's surrender.

Some Maine people have raised their eyebrows at the fact that the Portsmouth Navy Yard, built in 1806, should take its name from the New Hampshire community, since the Yard is actually situated on islands on the Maine side of the Piscataqua River. It currently employs 4,500 workers in the building of submarines. At this Yard was built the *Kearsarge,* whose engagement with the *Alabama* was one of the historic episodes of the Civil War. Here Admiral Farragut died in the Commandant's house. General A. W. Greely and the survivors of his ill-fated Arctic expedition were brought here on their return to native soil. Admiral Cervera and his staff, captured during the Spanish-American War, were technically held at the Yard for a time as prisoners. At the end of the Russo-Japanese war in 1905, the Portsmouth Conference to arrange for a treaty of peace was held at the Yard, and the treaty was actually signed in the Supply Department Building. The surrender of four German U-boats at the end of World War II was completed here.


THE
PROVINCE OF MAINE
ORIGINALLY EXTENDING FROM THE MERRIMAC TO
THE KENNEBEC RIVERS, WAS GRANTED AUGUST 10, 1622
TO
SIR FERDINANDO GORGES AND CAPTAIN JOHN MASON
BY
THE COUNCIL FOR NEW ENGLAND
ESTABLISHED AT PLYMOUTH BY KING JAMES I. IN 1620.
THIS TERRITORY WAS DIVIDED BETWEEN THEM IN 1629 AND
CONFIRMED BY THE COUNCIL IN 1635 WHEN
GORGES RECEIVED THE EASTERN PORTION EXTENDING
FROM THE PISCATAQUA TO THE KENNEBEC
WHICH THEREAFTER RETAINED THE
ORIGINAL NAME OF THE PROVINCE OF MAINE

*Historical Marker, Kittery*

In 1715 a Massachusetts resolve called for building the first recorded fortification on the Maine side of the Piscataqua River. It was later named Fort William in honor of Sir William Pepperell, who was born here June 27, 1696. At the time of the Revolution it became Fort McClary in memory of Major Andrew McClary, who had been killed at Bunker Hill. The present hexagonal fort was probably built about 1844, because War Department plans of that year show the block house, granite below and wood above, as it is today. In 1923 Fort McClary became a state memorial, connected with a state park area here.

***Samples of Plain and Hand-Painted Products of the Downey and Thompson Salad Bowl Factory at Kittery***

Despite George Washington's many travels, Kittery was the only town he ever visited in Maine, although Kittery at that time included what is now Eliot, Berwick, South Berwick and North Berwick, all together known as the Plantation of Piscataqua, a part of the estate of Sir Ferdinando Gorges.

Lady Pepperell House is another landmark. Across from it is the First Congregational Church, built in 1730 and remodeled in 1874. In the cemetery nearby is the grave of the poet, Celia Thaxter, who died in 1894. Next to the church is the entrance to the tree-bordered walk leading to Sparhawk House, built in 1742 and classed as one of the really fine Georgian houses in America, said to have been built by Sir William Pepperell for his son-in-law. In more recent times William Dean Howells lived in Kittery.

Included in the township area are several islands of the Isles of Shoals—Duck Island, Appledore Island, Smutty Nose Island and Cedar Island.

The population of Kittery is 8,088, marking an increase of 50.5 per cent over the 5,374 who lived here in 1940. Between 4,500 and 5,000 people are employed at the Portsmouth Naval Shipyard in the making of submarines, and these workers live over a wide area in the region raying out from the Yard. Some lumber is produced here, both rough and finished, and doors and windows are made. One company produces wooden bowls. Route 103 follows the coast from Kittery Point to York Harbor, and Route One and the Maine Turnpike continue northward into Maine.

Kittery's business section is on the southern side of the town facing the Piscataqua River and islands, with a small harbor. It has several scores of businesses and a high school. The tourist business is important to the town's economy and many summer cottages, as well as year-around motels, are located in the township. At the junction of Route One and the Maine Turnpike, a new Maine Information Center, built by the State and operated by the Maine Publicity Bureau, was opened. It also is being used to display Maine products to the thousands of summer visitors who will stop at this unique "Gateway to Maine" hospitality center. Traip Academy is the town's high school.

LEBANON—the Town of Lebanon (population 1,483) lies north of Berwick and North Berwick, along the Salmon Falls River. Settled in 1743, it was incorporated in 1767 as the 19th town. Further unincorporated land was annexed in 1785, as well as a part of Sanford in 1787. A portion was ceded to Shapleigh in 1793, but some of Shapleigh was in turn annexed in 1825. The first citizen of accomplishment was "Parson" Isaac Hasey, who came here in 1765 and acted as preacher and schoolmaster with great devotion for forty-seven years. He left a remarkable diary, now in possession of the Maine Historical Society, giving a vivid picture of town life and progress. Marauding Indians caused difficulty for the settlers in the early days, some of the most exciting tales of the times being associated with Gully Oven, a cave-like projection of rock in a wooden glen on the west side of the town, said once to have been an Indian camp ground.

The township's rolling hills are covered with pines, and many brooks and ponds add to its jewel-like appearance. Northeast Pond is a lake at its northeastern edge, where the Salmon Falls River widens out to produce this expansive body of water. The town includes several settlements. The Town Hall is at Center Lebanon, which is connected by road with West Lebanon, North Lebanon, East Lebanon, South Lebanon and Blaisdell Corners and other settlements in the township, which is on Routes 11 and 202, opposite Rochester, N. H. West Lebanon Academy is at West Lebanon.

Distinguished persons who have either been natives or residents of this township include Frederic H. Wood, lawyer; the late Dr. John S. Parker; Sumner Increase Kimball, founder of the United States

Life Saving Service; and the late Ole Bull, Norwegian violinist. Farming and lumbering are mainstays of the community and vacation business is increasing.

Limerick—the Town of Limerick (population 950) was founded in 1775 by James Sullivan, a Berwick man whose father was born in Limerick, Ireland (see Berwick above). It was incorporated in 1787 as the 50th town. It annexed a part of Limington, to the east, in 1870. One of the group of ''Five Ossipee Towns'' sold by an Indian chief to Francis Small, a Kittery trader, it is a beautifully hilly region, dotted with lakes and ponds, including Holland Pond, (Sokokis Lake) near which is the chief settlement, Limerick. On the eastern side of Holland Pond is Hollandville, which has a yarn mill and shoe production.

Fine old homes dot this hillside community, which commands a superb view of the surrounding countryside. The Little Ossipee River forms the township's southern boundary and is a tributary of the Saco River. Through the town ran the main trail of the Sokokis Indians, connecting the headquarters of their chief at Saco with their principal village of Pequawket, now Fryeburg, on Route 5, in Oxford County. Route 5 runs through Limerick today, intersecting Route 11 from Newfield to Steep Falls. Farming and lumbering are mainstays and the town has a high school and library.

Limington—the Town of Limington (population 854), lying immediately to the east of Limerick, with the Saco River and Cumberland County as its northern and eastern boundary, is another of the striking hill towns of northern York County. Settled in 1670, it was incorporated in 1792 as Maine's 77th town. Part of it was ceded to Hollis, to the southeast, in 1798, and a portion to Limerick in 1870. In 1865 the boundary with Waterboro, to the south, was fixed.

The town contains several villages, chief of which is Limington, at the crossroads of Routes 11 and 117. At North Limington Route 25 crosses Route 11; there is some lumber business. And farther north are Ward's Pond and Pequawket Pond, and, to the west, Moody Mountain (783). At east Limington, on Route 25, at the Saco River, there is also some lumber business.

The entire town is known for its apple orchards, producing fruit of excellent quality. Poultry breeding also is important. The town has been fruitful in its production of fine citizens, some outstanding examples being Brigadier General William M. McArthur, a Civil War officer; his father, Arthur McArthur, a leading Maine lawyer of the nineteenth century, responsible for the establishment of Limington Academy; and Frank Black, who became a Governor of New York and a candidate for President. Limington Academy is the high school.

Lyman—the Town of Lyman (population 501), lying north of the Kennebunks, gained 30.1 per cent in population in a decade after 1940. It is shaped like a parallelogram, with the acute-angled point to the north and south. Much of the northern portion is taken up with one section of the Massabesic Experimental Forest, which extends over into Dayton, while the southern half of this same project of the National Forest Service is situated jointly in Lyman and Alfred. This project is designed to study timber growth and control.

The major settlement of this township is Goodwin's Mills, which it also shares with another town, Dayton, next east. This settlement is on Route 35 from Kennebunk northward to Sebago Lake. To the south, Route 111, from Biddeford, cuts through the town to Alfred, the shire town, beyond the Experimental Forest. In this township are many lovely lakes, including Kennebunk, Roberts, Wadley, Parker, Swan and Bunganut Ponds. Although in 1930 Lyman was the least populated of all the towns of York County, having only 370 inhabitants, it now exceeds three other towns in population, Newfield, Dayton and Acton.

Originally settled in 1767, Lyman was incorporated in 1778 as Coxhall, the 38th town. The name Lyman was adopted in 1803.

NEWFIELD—the Town of Newfield has lost 26.5 per cent in population from 1940, having only 349 inhabitants in 1950. It was first settled in 1778, and was incorporated in 1794 as the 87th town. In 1846 it annexed a portion of Shapleigh, to the southeast. Its chief settlement, Newfield, lies on Route 11, as does West Newfield. Balch Lake drains at its eastern end into the Little Ossipee River, the two together forming Newfield's southern boundary. North Shapleigh is on both sides of the river, in Shapleigh and Newfield townships. Finished building lumber is a product of West Newfield. One native son, John Clifford, became a Congressman, Attorney General of the United States, Minister to Mexico and an Associate Justice of the Supreme Court of the United States. Farming and lumbering are mainstays and there is a growing vacation business.

NORTH BERWICK—the Town of North Berwick (population 1,638) has gained 12.6 per cent since 1940. Its main village, North Berwick, is at the intersection of Routes 9, from Berwick to Wells, and 4, from South Berwick to Alfred. Sashes and doors and box lumber are produced here, as well as permanent and portable outdoor seating equipment, structural steel and similar products, and women's woolen coatings and suitings. This village lies on the Great Works River, and is noted for its beautiful elm trees.

In the northern portion of the town are the Bauneg Beg hills, and half of Bauneg Beg Pond is within its limits on the east. An Indian village once existed near the pond, where many interesting relics have been found. Many of this town's pioneers were members of the Society of Friends, who were highly respected by the Indians, with the result that Indian depredations were not so severe in this area.

North Berwick is a commercial and highway center for the area, its small industries boosting the basic rural economy, which is greatly augmented by tourists and vacationists. It has a high school and library and several historic spots.

North Kennebunkport—this town (population 938) is one of York County's newest towns. Formerly a part of Kennebunkport, it was separately incorporated in 1915 as Maine's 481st town. The main settlement, North Kennebunkport, lies in the township's northern part, and is almost wholly a rural community, with fine farms and much timber and woodland. The Boston and Maine Railroad passes northward inside the eastern boundary of the town, following closely the path of Route One, which crosses it at the township's northeastern corner. Route 35, from Kennebunk to Bethel, crosses the Kennebunk River to the north at the township's southwestern corner. Route 111 crosses its northernmost portion from Biddeford to Alfred and Sanford. Tourist places along Route One are important to the town's economy, in which farming and lumbering are basic. Population is spreading into the town from Biddeford, next north.

Old Orchard Beach—this town and Shapleigh have shown remarkable growth since 1940, both of them expanding in population more than 82 per cent in a decade. The Town of Orchard Beach (population 4,668 in 1950, 2,557 in 1940) has grown 82.6 per cent. It lies northeast of Saco and twelve miles from Portland on the Boston and Maine Railroad. Originally settled about 1631 by Richard Bonython, it was named after an orchard planted by Thomas Rogers about 1638. Formerly it was a part of Saco, but it was separately incorporated in 1883 as the 447th town. It was then called simply Old Orchard, but the word "Beach" was added in 1929 because of the fame it had already acquired under the name of Old Orchard Beach, now world-renowned, not only as a beach, but as the starting point some years ago for numerous experimental flights across the Atlantic.

The main settlement is in the center of a great crescent of sandy beach extending for about eight miles from Biddeford Pool to Prout's Neck. The town controls about five miles of the very finest portion of this beach area, most of it from 400 to 700 feet wide and almost flat. No dangerous undertow threatens the bather, and the water here is considered safe for children and non-swimmers, and is even warmer than elsewhere along the coast because of the attraction of the broad sandy area for the sun's warm rays. As a result, Old Orchard Beach is particularly recognized as a health resort for children. More Canadians come here than to any other resort, it is said, even in Canada. Approximately 40,000 people spend their holidays here every summer, and it is estimated that 2,500,000 people visit the beach in season. The village offers some 100 hotels, scores of rooming-houses and restaurants and a large amusement center. Practically every well-known aviator has been here through the last generation, but in the experimental days of flying some of the planes that took off from this natural runway were never seen again after they headed out to sea.

Route 9 passes through Old Orchard Beach and Ocean Park, the town's two main settlements. The town has a fine golf course, a high school and some two-score permanent businesses in addition to the several hundred which flourish here each summer. An amusement pier is a principal feature of the typical large beach resort structures.

Parsonsfield—the Town of Parsonsfield (population 950) is situated in York County's northwestern corner. The scenic beauty is impressive here. Spectacular mountain scenery and rising hills, some with gems of ponds nestling in their valleys, make the view constantly exciting. The land is fertile, and the many farmers here raise fine vegetables and apples. The Ossipee River forms the northern township border, with Oxford County beyond.

Kezar Falls, the major settlement, is on the river and on Route 25, and extends into both counties. Woolen piece goods are produced here, both coatings and suitings, the Kezar Falls Woolen Company employing between 150 and 200 people. Apple boxes, wooden boxes and box shook, as well as rough lumber, are among the other products.

North Parsonsfield, on Route 160, is the home of Parsonsfield Academy; and Route 160 also leads to East Parsonsfield and Porter (Oxford County). Parsonsfield itself, on a side road leading south from Route 160, nestles in the southwestern foothills of Cedar Mountain (1,220). Farther to the south are Randall Mountain (1,105), below East Parsonsfield, and Wiggin Mountain (1,275), not far from the town's southwestern corner. At the south is a small settlement, Maplewood, partly in Parsonsfield and partly in Newfield.

Originally settled in 1772, this town was incorporated in 1785 (the 44th). There was a slight boundary adjustment with Cornish in 1876. More than a score of businesses are located in the several villages.

Sanford—the Town of Sanford (population 15,149), situated north of the Berwicks and five miles southwest of Alfred village, is connected with that village by Route 4A, an extension of Routes 11 and 202 from the New Hampshire border at Rochester. It is one of the larger towns, 31,808 acres in extent, and much of the northwestern portion is taken up with the main settlement of Sanford, famed as the home of Goodall-Sanford, Inc., employing 4,300 people here in the production of summer suitings, upholstery and drapery fabrics, as well as women's dress goods and carpets. The "Palm Beach" suit grew out of this company's idea and its fabric. Its annual payroll is $13,000,000. Sanford also produces shoes, long lumber, finished lumber, concrete blocks and bricks, carbonated beverages, bakery products and printing, and has its own weekly newspaper, the *Sanford Tribune and Advocate*. It is the largest governmental unit in Maine, retaining a government with a town board of selectmen and annual town meetings. In population, only eight of the 21 cities in Maine outrank Sanford.

South Sanford produces worsted yarn, Jagger Brothers, Inc., employing from 100 to 150 people for this purpose. Route 109 passes through both communities and out to Sanford Airport, proceeding on to a junction with Route 9, headed for Wells and the beach areas. Springvale, another settlement, northeast of Sanford proper, produces women's shoes, an occupation in which 700 to 800 people are employed. Routes 11A and 224 also pass through Sanford and Springvale. The town is situated in the heart of a beautiful lake-and-hill area, with

Mousam Lake and other ponds close at hand. In winter season it is the gateway to the Bauneg Bek ski area, one of the finest winter sports regions in the state. It has several hundred business and service establishments, 14 churches, a modern hospital, three libraries, Nasson College and a modern school system. Benefactions of the Goodall family have been many.

This township was first settled in 1740, and was incorporated in 1768 as the 20th town. It annexed part of Shapleigh in 1820 and part of Alfred in 1828.

Shapleigh—the Town of Shapleigh (population 529) has grown considerably in the period since 1940, when it had only 290 inhabitants. This increase amounts to 82.4 per cent. A long north-south strip of land containing a total of 26,995 acres, this town has as its border with Newfield to the north the Little Ossipee River. Lying within its borders are many beautiful lakes, including the larger portions of Square Pond (Pleasant Pond) and Mousam Lake, which extend over into Acton to the west and which furnish the source of the Mousam River. Beautiful hills rise here and there to sizable peaks, such as Mann Mountain (1,075) in the northern portion and Fort Ridge (1,124) along the township's eastern boundary-line, toward the south.

The villages of Shapleigh and North Shapleigh both lie on Route 11 between Emery Mills, a village section to the south and West Newfield to the north. At Shapleigh there is some lumber business, but throughout the town farming is the most general activity. The main village of Shapleigh lies just east of Mousam Lake, lined with many summer cottages, while at the central eastern boundary is Ross Corner, a little to the north of Fort Ridge, mentioned above.

This town is one of the "five Ossipee towns" purchased from the Newichawannock Indian chief, Captain Sunday, in 1660. It was settled permanently a little more than a century later, in 1772, and in 1785 was incorporated as Maine's 43rd town. Parts were set off to Sanford in 1787, to Lebanon in 1793 and 1825, to form Acton in 1830 (although land was annexed from Acton in the following year), and to Newfield in 1846. Shapleigh annexed a part of Waterboro in 1854.

South Berwick—the Town of South Berwick (population 2,630) was first settled in 1643, and for a long period formed a part of the Town of Kittery (see above). It was not until 1814 that it was incorporated as a separate town (the 203rd). It lies on Route 103, which comes down from Berwick and follows the coastline around Kittery and Kittery Point, joining Route One at York Village. Route 4, from South Berwick, leads northward to North Berwick and Alfred. The Salmon Falls River forms the town's western boundary with New Hampshire, joining the Piscataqua at the town's southern tip.

South Berwick village, at the northwestern corner of the town, on the Salmon Falls River, is the leading settlement. It produces shoes, the South Berwick Shoe Company employing between 250 and 300 people. Other products are sash and millwork, as well as tools and dies. Here Fogg Memorial Library has 12,000 volumes. The

*South Berwick Chronicle* is a local weekly newspaper, and Berwick Academy and St. Joseph's Academy are two private schools of the village. Great Works and Jewett are smaller villages to the southeast, on Great Works River, which drains the township.

This town has a considerable literary background. Gladys Hasty Carroll, author of "As the Earth Turns" and other novels dealing with York County people and their life, has caused Maine to be better appreciated throughout the nation. Her home is a short distance from the village of South Berwick, and outdoor presentation of "As the Earth Turns," which has been dramatized, formerly was an annual event. Sarah Orne Jewett's novels of Revolutionary War days and later times also have many of their settings in York County. Her birthplace and home are a permanent memorial, open to the public. In her book, "The Tory Lover," much of the action centers aroud one of South Berwick's stately old mansions.

WATERBORO—next north of Alfred, the Town of Waterboro (population 1,069) is a delightful recreational region. As such, it has attracted many people from far and near, and its population has grown 12.9 per cent since 1940. It contains one of the largest and most beautiful lakes of southwestern Maine, Little Ossipee Lake, with about ten miles of wooded shore line, along which are numerous homes and camps, as well as summer homes of people from all parts of the United States. North Star Camp, of the Young Men's Christian Association, is situated here, with about a mile of shore front; and the York County Young Woman's Christian Association operates Laughing Loon, another camp situated on the shores of this same lake, which the State has stocked with salmon.

Route 5 proceeds northwestward from Saco through the entire length of Waterboro Town, entering it from the Massabesic Experimental Forest to the south, then passing through the village of East Waterboro, through Waterboro Center, at the southern tip of Lake Ossipee; thence along the lake's western edge to North Waterboro and the northern extremity of the township, leading to Fryeburg and points in northwestern Maine.

Waterboro village lies near the southern point of the town, on Route 4, and 202, which connects it with Alfred and South Berwick, as well as with East Waterboro to the northeast and Hollis Center, joining Route 5 for a short distance. Its major business activities are in lumber and patent leather products. Some lumber business is also done at North Waterboro.

Ossipee Mountain (1,050), west of Waterboro Center, has a lookout station and commands beautiful views of the White Mountains of New Hampshire and the blue of the Atlantic. The summit is reached from a CCC-built gravel road and is a popular picnic spot.

The Town of Waterboro, once called Massabesic, was settled in 1768 and incorporated in 1787 as Maine's 51st town. Parts were ceded to Alfred in 1847 and to Shapleigh in 1854, as well as to Hollis in 1866, and the boundary with Limington and Hollis was fixed in 1865. The present spelling of Waterboro was adopted in 1895.

Wells—the coastal Town of Wells (population 2,286) is one of Maine's outstanding summer resort areas. The reputations of Wells Beach and Oqunquit are international. The long shore line combines fine beaches with some rocks and rocky cliffs on the south providing a pleasing variety of shoreline. The sand is of the finest for those who seek ocean bathing. And, particularly at Ogunquit, near the town's southern tip, excellent cultural offerings exist, including Ogunquit Playhouse, on Route One, with its summer stock and theatrical school.

The name of Ogunquit has long been considered one of the most beautiful of the Indian names with which Maine abounds. Its meaning "Beautiful Place by the Sea," was a concept of the Natick Indians, who once inhabited the region. The "Marginal Way" is a well-kept path which follows the rockbound coast from the mouth of the Ogunquit River, below the village, to Perkins Cove, at the very southernmost point of the Town of Wells, a center for artists, fishermen, shops and tea-rooms. Woodlands run from Ogunquit village inland beyond Mount Agamenticus (see York below). Ogunquit Village was separately incorporated by the Legislature in 1913 as a relatively autonomous area within the Town of Wells.

The breezes and ever-changing views are likewise delightful at the beach areas, both at Ogunquit and Wells. The shoreline around Wells Beach forms a beautiful crescent leading all the way up to Crescent Surf, in Kennebunk Town.

Three main settlements, back from the ocean's edge, are Wells, Webhannet and Ogunquit, with minor settlements at Perkins Cove to the south, and at Moody, between Webhannet and Ogunquit. Webhannet, a former name of the entire region, is now applied only to one small community. Moody includes Moody Beach. Drake's Island and Laudholm beaches, consisting of a mile and a half of fine sand, attract summer families with children. Route One furnishes the approach to all these shore areas, and Wells is on the Boston and Maine Railroad. The Maine Turnpike passes through the township a few miles west of Route One, with a traffic interchange for Wells and Sanford.

Originally settled in 1640, Wells was incorporated in 1653, the 3rd town. Part of it was set off to form Kennebunk in 1820, and part of Kennebunk was annexed to it in 1868.

York—the Town of York (population 3,205) has a total area of 36,396 acres. It lies next north of Kittery and directly south of Wells, and includes internationally-known York Harbor and York Beach. Mark Twain selected York for his summer home, and the town itself has an interesting history. At York Village, the major settlement, the Old Gaol (the former English spelling of "jail" is retained), built in 1653, is said to be the oldest public building now standing in the United States. It was the only prison in the Massachusetts Bay Colony until 1760; then was a county prison until 1802; a local lock-up until 1860, and afterward a museum. Near to it is Sewall's Bridge, spanning the York River. It was built in 1761, and has served as the model for pile bridges to the present day.

Near here the first fair was held, and on April 21, 1775, the first troops to leave the District of Maine marched from the York village green for service in the Revolution. Still earlier, it was the plan of Sir Ferdinando Gorges to become Governor of all English lands in America and rule them from York as his capital. He liked the village from the moment he and his associates first came into the harbor and viewed Mount Agamenticus, meaning ''This side of the river,'' as the Indians had named their mountain. This mountain (692) has its lookout station today. It sits in western York, and is approached by a road leading in from Cape Neddick, on Route One.

Route One spans the entire eastern area of the township, with Route 1A leading into York village and York Harbor and winding along the beach front northward to York Beach and beyond.

York was first settled in 1624, and was incorporated in 1652 as the second town in Maine. From 1716 to 1735 it was the shire town for Yorkshire County, which then included the whole of Maine. In 1631 the first Protestant Religious Society was organized, and the First Parish Church, still standing in York Village, was built in 1747.

Many beautiful roads wind through the town, particularly around the shore areas and Mount Agamenticus, which was the birthplace, home and burial-place of the Christian Indian chief, St. Aspinquid, ''Patron Saint of York.'' This Algonquin Indian was born in 1588, and legend credited him with supernatural powers. He was said to have been able to restore the leaf itself from its burned ashes and to raise a serpent from death. He was 100 years old at his death on the mountain's summit, where a cairn of rock marks his last resting-place.

The York coastline extends from Brave Boat Harbor northward around the protuberance known as Cape Neddick, to Concordville, York Beach, Weare Point, Passaconway and Bald Head Cliff at the north, just south of Perkins Cove, Wells. The town has the second largest concentration of summer hotels in the State, no less than 25, and several scores of businesses, all greatly dependent on the vacation-travel industry.

# HISTORICAL INDEX

Personal and Family History Index in Volume IV.

# Historical Index

Abbot, I, 380; II, 489-490
Abbott, Amos, I, 434
—— Ephraim, I, 415
—— Jacob, I, 384; II, 113, 250
—— Jeremiah, I, 434
—— John S.C., I, 386
—— Lyman, I, 386
Abolitionists, I, 182-186, 192, 195-196, 201, 208, 214, 420
Abominations, Tariff of, I, 144
Abraham, Mount, I, 5; II, 254
Abrams, Susman, I, 418
Acadia, I, 44, 49, 73, 74
Accident, Industrial, Commission, I, 348
Acheson, James E., I, 576
Accounts and Control, Bureau of, I, 345-346, 351
Acton, II, 585
Adams, Charles H., II, 22
—— Henry, I, 98
—— John, I, 80, 132
—— John Quincy, I, 142-146, 148
—— Moses, I, 338
—— Samuel, I, 356
—— the, I, 93-95
Addison, I, 361, 548; II, 561
Administration of the State, an Act Relating to the, I, 351-354
Administrative Code, I, 344-354
Adventists, I, 419
Advertiser, The Portland, I, 145, 233; II, 36, 146
Aero Association, Eastern Maine, I, 614
Aeronautics Act, Maine, I, 613
—— Commission, Maine State, I, 613-614
African Methodist Episcopal Zionists, I, 419
Agricultural Associations, II, 82-83
—— College, State, I, 474-475
—— Experiment Station, Maine State, I, 396-397, 399, 487-488, 494-495, 533
—— Extension Service, State, I, 399, 488
—— League, State, I, 468-469
—— products, I, 7
—— Society, Maine, I, 473
Agriculture, I, 472-496
—— Board of, I, 474-475
—— State Department of, I, 347-348, 475-476, 488, 492, 495-496
—— U.S. Department of, I, 474, 480, 489
Ahawas Achim, I, 418
Air arm, Navy, I, 322
—— Force, Army, I, 322
—— Force, Northeast, Base, at Limestone, II, 191-192
—— National Guard, Maine, I, 614
—— Patrol, Civil, I, 614
Airport Act, Federal, I, 613
Airport, Dow Field, Bangor, II, 460
—— State, at Augusta, I, 613
Airports, municipal, U.S., state-owned and private, I, 611-613
Air Transport Command, I, 322
Aix-la-Chapelle, Peace at, I, 55
Akers, Benjamin Paul, II, 114, 131, 589
—— Elizabeth, II, 114, 589
Albany, I, 13; II, 424
Albany, the, I, 66-67
Albee, Earle W., I, 359
Albermarle, Duke of, I, 47
Albert, Henry R., I, 360
Albion, II, 364
Alden, John, II, 353
—— Samuel, I, 368
Alewives at Damariscotta, During the Annual Spring Run, Gathering, (illus.), II, 405
Alexander, II, 561
—— William, I, 74, 83
Aley, Robert J., I, 398
Alfred, I, 85, 92, 106, 107, 303, 306; II, 580, 585-586
Allagash Mountain, I, 5; II, 499
—— Chase Dam of the, I, 503, 505-506
—— River, I, 1, 503, 505-506, 572; II, 174, 499
Allen, Charles, I, 174
—— Charles F., I, 396
—— Charles G., II, 21
—— Frederick N., I, 358
—— John, I, 65, 66
—— William, I, 386
Alley, Gerard F., I, 557
Alna, II, 408-409
Alpha, the, I, 581
Alton, II, 466
Ambrose, Alice, I, 408
Ambulance Companies, I, 275
American Federation of Labor, (AFL), I, 320; II, 145
—— Forest Products Industries, Inc., I, 510
—— Ice Company, I, 453
—— Legion, I, 315, 510
Americans, United, I, 192
Ames, Alfred K., I, 320, 465
—— Benjamin, I, 134, 139, 356
—— Moses, I, 338
Amherst, II, 289
Amity, II, 177
—— Commerce and Navigation, Treaty of, I, 78
Ammunition Train, 101st, I, 307
Anasagunticook, Lake, II, 434

Anatomy Law, Maine, II, 64-65
Anderson, Hugh J., I, 189, 196, 197, 198, 199, 357
—— John, I, 197, 202, 239
Andover, II, 430
—— Theological Seminary, I, 415
Andrews, Harold T., II, 132
Androscoggin County, I, 2, 272, 278, 286, 339, 358, 396, 431, 454, 479; II, 157-168
—— cities, II, 159-162
—— outstanding features, II, 157-159
—— towns, II, 162-168
—— Electric Company, I, 459
—— Light Artillery, I, 245
—— Mill, I, 435, 437, 461; II, 160
—— Paper Company, I, 429
—— River, I, 2, 10, 12, 464; II, 163, 166-167, 261, 421-422, 434
—— Valley, I, 10, 15
Andros, Sir Edmond, I, 46, 337
Angel Gabriel, the, I, 193
Annapolis Basin, (now Port Royal), I, 31, 74
Anson, I, 358; II, 519-520
Anthony, Alfred Williams, I, 413
Anti-Abolitionists, I, 182-186
Anti-Catholic group, I, 192-195
Anti-Irish group, I, 192-195
Anti-Masonry, I, 176-177
Anti-prohibitionists, I, 111, 207, 231, 234, 240, 248, 269
Anti-slavery group, I, 176-186, 195, 198-202, 206, 210, 214
Anti-Slavery Society, Maine State, I, 182
—— New England, I, 181
Anville, Duc d', I, 55
Appalachian Mountains and region, I, 1-12 passim
—— Trail, I, 573-574; II, 426, 486, 497
Apple Co-operative Society, Maine, I, 491
Apples, I, 489-491
Appleton, II, 390
—— Jesse, I, 385
—— John, I, 116, 195, 197, 209
Apple Tree Pool, Maine, I, 491
Apremont, I, 289
Arbitration and Conciliation, Board of, I, 348; II, 149
Archer, the, I, 227
Architecture, II, 132-135
—— Colonial, II, 132-133
—— Georgian, II, 132-133
—— Greek Revival, II, 133-134
—— Modernistic, II, 132
Area, I, 1
Argall, Samuel, I, 32, 33, 526; II, 314, 321
Argonne sector, I, 297, 312
Argus, the, I, 89, 105, 112-113, 115-116, 133, 135-136, 139-140, 146, 154, 159-160, 162, 181, 209, 258; II, 36-37
Armed services, Maine men in, I, 225, 228-229, 271-272, 274-275, 278-286, 303, 323
Armistice, World War I, I, 286, 292, 298, 300, 308, 310, 312
Armitage, Albert T., I, 438
Armstrong, James, I, 169
Army of Occupation, American, I, 312
—— Regular, Maine men in, I, 225, 228-229, 271, 278, 303, 323
—— Reserve Corps, Maine men in, I, 278
—— Washington's, at Valley Forge, I, 72
Arnold, Benedict, I, 64; II, 257, 360, 516, 528
—— Trail, the, II, 516
Aroostook County, I, 1-3, 5-6, 13, 165, 171, 258, 272, 278, 280, 282, 286, 339, 358, 359, 400, 401, 431, 482-487, 495, 567, 570, 575, 608, 610; II, 169-208
—— city, II, 175-177
—— Countryside, (illus.), II, 169
—— Courthouse, Houlton, (illus.), II, 188
—— Crop, Harvesting the, (illus.), II, 194
—— lakes and mountains, II, 174-175
—— outstanding features, I, 169-174
—— plantations, II, 202-208
—— Potato Field, (illus.), II, 200
—— recreational facilities, II, 175
—— scenic routes, II, 175
—— towns, II, 177-202
Aroostook Farm Buildings, Typical, Near Presque Isle, (illus.), II, 176
—— River, I, 1, 167; II, 174, 181, 184
"Aroostook War," I, 172-173, 482, 506, 609; II, 171, 186, 189-190, 499-500
Arros Woods Products Plant, Wilton, II, 269
Arrowsic, I, 404; II, 509
Arsenal, U.S., at Augusta, II, 354
Art, II, 128-132
—— instruction, II, 129-130
—— Portland School of Fine and Applied, outstanding graduates of, II, 130
Arthur, Chester A., I, 246, 253
Artillery, Coast, 54th Regiment, I, 313-315
—— National Guard, State of Maine Corps, I, 313
Artillery, Field, Maine, I, 222-228, 313
—— Fifth Battery, I, 222
—— 152nd Battalion, I, 324, 326-327
—— 303rd Regiment, I, 282, 308-309
Artillery, Heavy, First Maine Regiment, I, 220-225, 306, 310-312
Artists, Maine, "permanent summer," II, 129
—— permanent Maine residents, II, 129
"Arundel," I, 574; II, 101
Arundel, Earl of, I, 28
Asbury, Francis, I, 411
Ashbenbendick Falls, I, 498
Ashburton, Lord, I, 173
Ashland, I, 359, 596; II, 177-178
Ash Point, I, 543
"As Maine goes, so goes the Nation," I, 213, 232, 249
Athens, II, 520
Atkinson, II, 490
Atlas Plywood Corporation, Scene in the Houlton Plant of the, (illus.), II, 189
Attean Lake, I, 572; II, 518
Atticus, I, 185
Aubri, Nicholas d', I, 403
Auburn, I, 245, 284, 311, 314, 358, 374, 376, 423, 435, 439, 459, 557, 560, 601; II, 11, 159-160
—— First National Bank, II, 11
—— Light Infantry, I, 245

Audit, Department of, I, 344, 348, 352
Augusta, I, 37, 55, 91, 95, 104, 106, 119, 142, 145, 147, 154-155, 172, 182, 188, 190-191, 196, 209-210, 215-216, 219, 226, 228, 230, 233, 237-238, 242-245, 247, 252, 261-262, 267, 275-276, 284, 287, 311, 315, 322, 339-341, 358, 360, 367, 381, 396, 412-413, 423, 435-436, 459, 461, 463, 473, 475, 507, 576-577, 595, 601, 604, 613-614; II, 19, 343, 346-355
—— Age, the, I, 161, 182, 252
—— historic structures, II, 348-350
—— large industries, II, 352-353
—— leading political figures from, II, 354
"Augusta Newsletter, The," I, 423
Augusta Savings Bank, II, 8
—— Union Society, I, 134
Aurora, I, 360; II, 289-290
Austin, Harry B., I, 284
—— James T., I, 85
Authors, Maine, and works inspired by Maine, II, 103-105
—— twentieth century, II, 111-113
Averill High School at Good Will, Hinckley, (illus.), II, 523
Avery, Benjamin F., I, 308
—— Myron H., I, 574; II, 486
Aviation, I, 611-614
—— Trades Association, Maine, I, 613-614; II, 81
Avon, II, 254-255
Ayer, Elisha, I, 411
—— Massachusetts, I, 282, 301
Aziscoos Dam, Northern Oxford County, (illus.), I, 467

Back Cove, East Boothbay, (illus.), I, 27
Babcock, Rufus, Jr., I, 391
Bacon, David W., I, 402
—— James, I, 169, 170
Badger's Island, II, 593
Bagaduce Peninsula, II, 305
Bagnall, Walter, II, 230
Bailey, Frank R., I, 361
Baileyville, I, 361; II, 561
Baird, Fred, I, 548
Baker, Alvin C., I, 307-308
—— John, I, 167, 170
Baldwin, II, 227
Balentine, Arthur T., I, 311
Ballard, Edward, I, 371
Ballou, William R., I, 311
Bamford, Frank E., I, 300
Bancroft, II, 178
—— George, I, 197
Bangor, I, 91, 94-96, 138, 275-276, 280, 287, 306, 311, 315, 317, 325, 398-399, 402, 413, 418, 423, 450, 454, 464, 502-503, 505, 510, 557, 565, 576, 581; II, 454-455, 459-464
—— and Aroostook Railroad, I, 483, 485, 555, 596-597, 599-601
—— & Aroostook Railroad, Largest Potato Carrier in the United States, (illus.), I, 599
—— British capture, I, 95-96
—— Chamber of Commerce, I, 276
—— Democrat, the, I, 214-215
—— First National Bank, II, 11
—— House, the, I, 172
—— how it got its name, II, 121, 461
—— Hydro Electric Company, I, 464; II, 288, 463, 500
—— Merchants' Association, I, 214
—— River Drive Memorial, (illus.), II, 460
—— Savings Bank, II, 8
—— Whig, the, I, 172, 183, 204
Bank conditions, 1949-1950, table of Maine National, II, 12-13
Bankers' Association, Maine, II, 21-22
—— "holiday," the, I, 317, 319; II, 4, 12, 18-21
Banking, II, 1-33
—— institutions, pioneer, II, 2-5
—— State Department of, I, 348; II, 17
—— Maine, II, 2
—— of Commerce, National, II, 18
—— of Cumberland, Portland, II, 5
Banks chartered before separation from Massachusetts, 20 Maine, II, 2
—— Federal Reserve, II, 2, 13, 19
—— Island, I, 68
—— Industrial, II, 25
—— Nathaniel Prentiss, I, 222
—— National, II, 10-14
—— National, in 1950, table of Maine. II, 31
—— Savings, II, 7-10
—— Savings, in 1950, table of Maine, II, 30
—— State, II, 1-7
Bapst, John, I, 194, 402, 417
—— outrage of Father John, I, 194, 402, 417
Baptist Missionary Convention, Maine, I, 416
Baptists, I, 408-411, 413, 415-416, 420-421
Bar Association, Maine State, II, 49
Bar, early days of the Maine, II, 51-53
—— later days of the Maine, II, 53-56
Barclay, Anthony, I, 85
—— Thomas, I, 79, 85, 164
Bar Harbor, I, 275, 309, 330, 360, 542-543, 554-555, 557, 576, 614; II, 290-301
—— Airpirt, II, 328
—— Banking and Trust Company, II, 15-16
—— Fire (see Mt. Desert Island fire)
—— Jackson, Roscoe B., Memorial laboratory, II, 292-294
—— Main Street, Totally Unaffected by the October, 1947, Fire, (illus.), II, 291
Barker, Fred C., I, 555
—— Justin S., I, 276
Barnes, George B., I, 358
—— Thomas, I, 412
Baron of Belle Isle, I, 45
Barrell, Nathaniel, I, 338
Barrett, Daniel, I, 603
Barrows, Lewis O., I, 321, 357
Bartlett, Camp, I, 287, 310
—— Carl E., I, 308
—— Thomas, I, 172
Barton, Raymond W., I, 360
Bashebe, Chief, I, 31

Bassett, Norman L., I, 284
Bass, G. H. & Company, Shoe Factory, Wilton, (illus.), I, 439; II, 250, 268
Bateman, Luther C., I, 258
Bates, Benjamin E., I, 394
—— Roswell P., I, 361
—— College, I, 393-396, 413; II, 59, 120, 129, 161-162
—— Fabrics, Inc., I, 438
—— Manufacturing Company, I, 435-438; II, 160, 579, 584
—— Mill, the, I, 437, 461; II, 160
—— Research Laboratory, I, 437
Bath, I, 45, 97, 107-108, 110, 118-119, 134, 151, 193, 195, 209, 256, 258, 260, 321, 323, 338, 361, 413, 417, 423, 438, 448, 550, 555, 584, 595, 604; II, 125, 503-509
—— early explorations and settlements, II, 504-505
—— First National Bank, II, 11
—— Iron Works Corporation, I, 322, 438, 448, 462; II, 27, 502, 504-505
—— Savings Institution, II, 8
—— shipbuilders, prominent, II, 507-508
Bath's shipbuilding industry, II, 506-508
Baxter Canning and Dehydration Plant, Hartland, The, (illus.), I, 441
—— H. C., and Brother, II, 27
—— John L., I, 576; II, 27
—— Joseph, I, 404
—— Percival Proctor, I, 266-269, 357, 558; II, 223, 236
—— Peak, Mt. Katahdin, I, 5; II, 501
Bay Charter of 1691, I, 83
Beal, George L., I, 245
—— Zaccheus, I, 338
Beals, I, 550; II, 562
Bean, L.L., Company, II, 234
Beane, Emery O., I, 311
Bearce, Henry W., I, 360
—— Lewis D., I, 359
Beauregard, Pierre Gustave Toutant, I, 214
Beckett, Clarence B., I, 576
Beddington, II, 562
Beedy, Carroll L., I, 317
Beef cattle, I, 477-478
Belcher, Jonathan, I, 355
—— Supply, II, 121
Belfast, I, 93, 196, 202, 255, 339, 361, 368, 454, 500, 548, 581, 594; II, 17, 535, 538-541
—— & Moosehead Lakes Railroad Company, I, 598, 601; II, 535, 540
—— & Moosehead Lakes Railroad Daily Train, (illus.), I, 594
Belfast's Waterfront Park, The Swimming Pool in, (illus.), II, 539
Belgrade, I, 210, 360, 458; II, 364
—— Lakes, I, 10, 458, 573; II, 344, 514
—— Lakes at Oakland; An Amphibian on the Shore of One of the, (illus.), II, 370
Belleau Wood, I, 290, 292, 305
Bell, John, I, 212
Bellingham, Richard, I, 355
Belmont, II, 541-542
—— Richard Earl, I, 355
Bench and Bar, II, 44-58
"Bench and Bar, Reminiscences of," I, 111
Benedicta, II, 178
Benson, Egbert, I, 79
—— Samuel, I, 367
Benton, II, 365
Bernard, Sir Francis, I, 76, 356
Berry, Albert Clayton, I, 359
—— Carroll T., II, 136
—— Hiram G., I, 222
Berwick, I, 53, 58, 338, 362, 408-410, 412, 476, 498-499; II, 586-587
—— Academy, I, 365
Beryl crystal, largest in the world, I, 13; II, 424
Bethel, I, 251, 358, 360; II, 425, 431-432
Betterment Act, the, I, 108
Beveridge, Albion P., I, 322
Beyer, Henry G., I, 311
Biard, Pierre, I, 31-33; II, 305, 314, 320
Bible controversy, I, 194-195
—— Society of Maine, I, 421
Biddeford, I, 52, 58, 71, 124, 262, 275, 322, 330, 362, 373, 412, 417, 418, 432, 435, 463, 601; II, 579, 583-584
—— Pool, Rocky Shore, (illus.), I, 11; II, 579, 583
Biencourt, I, 31-32
Bierney, James G., I, 186
Bigelow, Mt., I, 5, 574
"Biggest Bucks in Maine Club," I, 570
Bingham, I, 459, 460-462; II, 520
—— William, II, 287
Bird (State of Maine), I, 14
Bisbee, Spaulding, I, 325-327
Bixler, Julius Seely, I, 389
Black, John, II, 287
Blaine, I, 359; II, 178-179
—— James G., I, 110, 113, 117, 233-257 passim; II, 146, 179, 348, 352
—— Mansion, II, 348
—— undaunted by Bismarck, I, 253
Blair, Frank P., I, 232
Blaisdell Mansion, Belfast, (illus.), I, 156; II, 536
Blanchard, I, 202, 573, 596; II, 490
—— Otis, I, 202
Blanding, Camp, I, 324-327
Blueberries, I, 492-493
Blue Hill, II, 301-302
—— Bay, I, 3; II, 301-302
Blythe, William, I, 92
Boardman, Harold Sherburne, I, 398
Bodwell Granite Company, I, 250
—— Joseph R., I, 244, 249-251, 357; II, 146, 357
Boies, Antipas, I, 37
Bois-de-Jury, I, 289
Bois-de-Remieres, I, 289
Bois d'Haumont, I, 308
Bok Garden Theater, Camden, II, 391
Bonding and Casualty Company, Maine, II, 28
Bonus Act, Maine, I, 313
"Book of Books" Bible program, I, 422
"Boost Maine" campaign, I, 328, 561-568
Boothbay, I, 127, 323, 338, 360, 410; II, 409-410
—— Harbor, I, 3, 529, 533, 539, 550, 553, 575, 583; II, 410-411
—— Summer Theater, (illus.), II, 409

Boothby, Robert H., I, 359
Boots, shoes and leather, I, 438-440
Boston and Maine Railroad, I, 256, 303, 485, 591-593, 598, 600-601
—— and Maine Railroad, "The Kennebec," Eastbound at Scarboro, (illus.), I, 591
—— Latin School, I, 364, 372
—— Tea Party, I, 58
"Boston," the, I, 185
Boucher, Jean Charles, I, 358
Boucq, I, 289
Boundaries and Physiography, I, 1
Boundary adjustment—1783-1842, Northern, I, 163-176
—— Commission findings, I, 71-83
—— dispute, Nova Scotia's part in, I, 74-78, 80, 82-83, 165
—— dispute settled, I, 176
—— the Eastern, I, 73-85
Bouresches, I, 292
Bourque, George, I, 297
Boutelle, Timothy, I, 149
Bowdoin, II, 510
—— Basic Pre-Meteorological Unit of Army Air Forces, I, 389
—— College, I, 101, 110, 115, 128-129, 138, 150, 163, 184, 198, 225-226, 230, 252-253, 256, 266-267, 321, 325, 365, 374, 384-390, 396, 415, 421, 424, 473; II, 59, 96, 100, 120, 129, 229
—— College Chapel, The Familiar Twin Spires of, (illus.), I, 385
—— College, Front of Massachusetts Hall, (illus.), I, 385
—— College, Walker Art Memorial Building at, (illus.), I, 388
—— Elms, "English Lit" Al Fresco with Professor Robert P. Tristram Coffin, under the, (illus.), II, 100
—— Eugene A., I, 307
—— James, I, 101, 356, 384-385; II, 120, 350
—— Fathers' Association, I, 389
Bowdoinham, I, 338, 361, 411, 450; II, 510
Bowdoin Unit, Army Specialized Training, I, 389
—— Women, Society of, I, 388
Bower, Alexander, II, 130
Bowerbank, II, 490
Boxer, the, I, 92, 97
Boyker, Henry W., I, 358
Boyle, James L., I, 315
Brackett, John, I, 59
Bradbury, Bial F., I, 275, 284
—— Bion, I, 201, 216-217, 465
—— Earle, I, 576
—— Jacob, I, 338
—— James W., I, 146, 198, 204, 386
Bradeen, Raymond H., I, 362
Bradford, II, 467
—— Frank, H., II, 27
—— Richard S., II, 21
—— William, I, 36; II, 61, 349
Bradley, II, 467
Bradstreet, Simon, I, 355
Bran, Joshua, I, 338
Brann, Louis J., I, 317, 320-321, 559, 561
Brassua Dam, I, 460
—— Lake, I, 460, 462; II, 517
Brattle, Thomas, I, 37
Braun, Robert, I, 438; II, 18, 74
Breda, Treaty of, I, 44; II, 305
Bremen, II, 411
Brewer, I, 96, 225, 276, 361, 450, 505; II, 464-465
—— Albert C., I, 358
—— John, I, 96
—— Manufacturing Company of Old Town, Hardwood Turned and Shaped Products of the, (illus.), II, 457
Brewster, Ralph Owen, I, 267-270, 316, 357, 558; II, 49, 223
—— William, I, 536
Brickmaking, I, 449-450
Bridge, Horatio, I, 386
—— James, I, 127, 154
Bridgewater, II, 179
Bridgton, I, 256, 359, 424; II, 227-228
Brigade, Depot, I, 282
Briggs, Avery, I, 390
Bristol, I, 36, 323, 338, 409-410, 412; II, 411-412
Bristow, Benjamin Helm, I, 239
Broggi, Carl J., I, 357
Broiler Day, Maine, II, 535
Bronson, David, I, 198, 199
Brooklin, I, 15, 360; II, 302-303
Brooks, I, 361, 542-543; II, 542
—— John, I, 116, 118, 356
Brooksville, II, 303
Brown, Amos, I, 367
—— Benjamin, II, 62
—— C. Arnold, I, 361
—— Charles D., I, 429
—— Ernest C., I, 361
—— Ernest H., I, 360
—— Herbert J., I, 314
—— Mrs. Herbert J., I, 314
—— James M., II, 389
—— John, I, 36
—— Lester E., I, 327, 576
—— Oscar H., I, 358
—— Richard, I, 26
—— Company, I, 314
Brownfield, I, 330, 509-510; II, 432
Brown University, I, 106, 392
Brownville, I, 504, 596; II, 490-491
Brunswick, I, 2, 60, 91, 101, 108, 114, 150, 182, 184, 188, 275-276, 310, 338-339, 359, 371, 389, 409, 429, 432, 553, 576, 595, 604; II, 228-230
—— Convention, the, I, 114-117
—— First National Bank, II, 11
—— historical houses, II, 229
—— Manufacturing Company, I, 432
Bryant Pond, II, 425, 449-450
Bryan, William Jennings, I, 257-258
Bubar, Benjamin C., Sr., I, 359
Buchanan, James, I, 199, 208-209; II, 350
Buckfield, I, 188, 358; II, 432-433
Buck, Jonathan, monument, II, 304-305
Buckley, John P., I, 475, 495
Buckmore, George W., I, 171
Bucknam, George L., I, 361
Bucksport, I, 182, 188, 304, 360, 416, 461, 555; II, 17, 303-305
"Bucksport Hen, The," I, 555-556
Bucksport Seminary, I, 416

Buell, Temple H., I, 307
Building and Loan League, U.S., II, 23
Bulfinch, Charles, I, 339; II, 348, 461
Bullock Movement, the, I, 413
Bumpus Mine, I, 13
Bunker Hill, I, 94
—— John, E., I, 275, 309
"Bunker's Bulls," (see Motor Truck Company, 303rd)
Burdett, William, I, 355
Burgess, Hugh, I, 430
—— S. Waldo, I, 359
Burgoyne, John, II, 593
Burkett, Franz U., I, 359
Burleigh, Edwin C., I, 251, 255, 264, 357
—— Hall C., I, 250
Burlington, II, 467
Burnham, II, 542
—— and Morrill, I, 442, 443, 528; II, 526
—— and Morrill Plant, Portland, (illus.), I, 442
—— George, I, 443, 528
—— John E., I, 443
Burrage, Henry S., I, 72, 82, 413
—— Mildred, II, 135
Burr, Aaron, I, 144
Burrows, William, I, 92
Burton, Alfred E., I, 387
Buses, I, 610
Butler, Guy P., I, 560, 576
—— Nathaniel, Jr., I, 392
—— Walter H., I, 315
Buzton, I, 338; II, 587
Byron, II, 433

Cable Bridge on the Penobscot West Branch, (illus.), II, 500
Cabot, Bartholmew, I, 25
—— Harold, II, 27
—— John, I, 25, 31, 403
—— Mill, I, 432
Calais, I, 2, 3, 125, 186, 306, 358, 361, 373, 576, 590; II, 17, 552, 557-558
—— Avoiding Line, I, 305
—— the "international" city, II, 557
Caleb Cushing, the, I, 227, 585
Calhoun, John C., I, 142, 200
Callahan, Timothy F., I, 284
Cambridge, I, 71-72; II, 520-521
Camden, I, 91, 185, 323, 449, 451, 550, 559; II, 390-393
—— Harbor, I, 46, 603
—— Pike, I, 603
Cameron, Simon, I, 246
Campbell, Manning S., I, 284
—— Riley M., I, 361
Campfire Girls, II, 243
Campobello Island, I, 83; II, 560, 567
Canaan, I, 410; II, 521
Canada, French cession of, I, 33
"Canada Road," the, II, 514, 516
Canada Road from Bingham to Jackman, The, (illus.), II, 516
Canadian National Railway Company, I, 586, 588, 601
—— Pacific Railroad, I, 597, 601
Canal Bank at Portland, II, 4, 218
Canals, I, 589-590
Canceaux, the, I, 59-60, 62
Canning, preserving and fishing, I, 440-445
Canoeing, I, 572-573
Canoe trips, five famous, II, 485
Cantigny sector, I, 310
Canton, II, 434
Cape Cod, Massachusetts, I, 1, 23, 26, 31
—— Elizabeth, I, 3, 58, 327, 338, 359, 601; II, 230-231
—— La Heve, Nova Scotia, I, 73
—— Porpoise, I, 16, 41, 530, 602; II, 579, 592
"Captain Morris Mistake," I, 93
Caratunk Falls, Kennebec River, II, 518
Carey, James A., I, 311
Caribou, I, 358-359, 596; II, 172, 179-181
—— Business Center, (illus.), II, 181
"Carignan Salieres," I, 44
Carlisle, Lester, II, 300
Carmel, II, 467
Carnegie, Andrew, I, 398
—— Foundation for the Advancement of Teaching, I, 396
Carpenter, Joshua, I, 155
Carr, James, I, 338
—— Joseph, Jr., I, 400
Carroll, Gladys Hasty, II, 580, 601
Carter, George M., I, 614
—— John H., I, 360
Carthage, II, 255-256
Cartier, Jacques, I, 31
Carville, C. Stanton, I, 359
Cary, Annie Louise, II, 124-125
—— Shepard, I, 400
Casco, I, 51, 359, 410; II, 231, 232
—— Bank and Trust Company, II, 4-5
—— Bay, I, 3, 39, 49, 62, 67, 409; II, 210, 404
—— Bay, on Chebeaugue Island, (illus.), II, 210
Casco-Homestead Loan and Building Association, II, 23
Caskery, J,. I, 417
Cass, Lewis, I, 200
Castine, I, 15, 43, 66-67, 71, 93-94, 96-98, 115, 305, 371, 377, 381, 404, 550; II, 283, 305-308
—— a Dramatized Biography of a Town, II, 306-307
—— captured, I, 66; II, 305
—— expedition for recapture of, I, 66-71; II, 305
—— Harbor, (illus.), II, 306
—— historic interest, II, 305-307
—— peninsula, I, 43, 97; II, 319
Castin, Sieur de St., (Jean Vincent de l'Abadie), I, 44, 49; II, 305
—— Anastasie, I, 45
—— Anselm, I, 45
—— Mathilde, I, 45
Castle Hill, II, 181-182
Castonguay, A. Perley, I, 360
Casualties, World War II, I, 323
Caswell, F. Perley, I, 359
Catholics, I, 124, 192-196, 237, 402-405, 409, 416-418
—— Eastern Orthodox, I, 419
"Catholics of Maine" memorial, I, 124
Cattle Commission, I, 474

Cavalry, Maine Regiments, I, 221-225, 228-229
—— First, I, 221-222, 225
Center, Ervin A., I, 359
Centerville, II, 562
Centerville-Jonesboro fire, I, 509
Central Maine Power Company, I, 435-436, 457-464; II, 27, 219, 351, 361, 515, 525
Ceramics, II, 138-139
Certificate Board, New England, I, 398
Cervera, y Topéte, II, 593
Chaisson, Joseph P., I, 289
Chamberlain, Joshua Lawrence, I, 223, 230-232, 234-235, 244, 325, 357, 387
—— Lake, I, 9, 503, 505; II, 499-500
—— Lake Locks, I, 503, 505
Champagne-Marne defensive, I, 290-291
Champlain, Lake, I, 1, 50, 592-593
—— Samuel de, I, 31, 73, 75-76, 80-81, 403, 553; II, 326, 380, 393, 459-460, 557
Champlin, James T., I, 391-392
Chancellor Livingstone, the, I, 581
Chandler, Anson G., I, 203
—— John, I, 98, 105-107, 121, 134, 139, 145, 203
—— Zachariah, I, 265
Channing, William Ellery, I, 415
Chapin, Arthur, I, 465
Chaples, Frank M., I, 361
Chaplin, Jeremiah, I, 390-391; II, 361
Chapman, II, 182
—— Harry A., I, 557
—— William Rogers, II, 125
Characteristics of Maine people, II, 141-142
Charitable Mechanics Association Library, Portland, II, 117
Charles I of England, I, 354; II, 581, 586
—— II of England, I, 74
—— II of France, I, 45
Charleston, I, 367; II, 468
Charlotte, II, 562-563
Chase, Clarence R., I, 360
—— Edward E., I, 359
—— George Colby, I, 395
—— Mary Ellen, II, 283, 302
—— Norman S., I, 360
—— Salmon P., I, 219
—— Solon, I, 240, 241, 248
Chateau-Thierry, I, 289-293, 305, 307
Chawshaw, William J., I, 465
Cheesman, James L., I, 452-453
Cheever, George, I, 386
Chelsea, I, 360; II, 365
Chemical Society, American, I, 396
Chemin-des-Dames Sector, I, 288, 306
Cheney, Oren B., I, 393-395
Cherryfield, I, 243; II, 563
Chesapeake, the, I, 90, 227, 585
Chester, II, 468
Chesterville, II, 256
Chesuncook Lake, I, 9, 504, 507, 520; II, 499
Chibnitcook (Chiputneticook), I, 82
Chickamauga, I, 260
Chile yields to Blaine, I, 253
China, I, 393; II, 365
—— River, I, 10, 12
Chipman, Ward, I, 79-81, 85
Chisholm, H.J., I, 597
Chiputneticook Lakes, I, 2; II, 554
—— River, I, 82
Christensen, Peter J., I, 358
Christian Civic League of Maine, I, 420
—— Endeavor Union, the World's, I, 423
—— Endeavor, Young People's Society of, I, 423; II, 224
—— Scientists, I, 419; II, 401
Christmas Cove, South Bristol, (illus.), II, 415
Churches, Maine Council of, I, 419, 421-422; II, 260
—— National Council of, I, 422
—— World Council of, I, 422
Church, First Congregational, Belfast, (illus.), I, 414
—— First Congregational, Kennebunk, Unitarian Parish, (illus.), I, 407
Churchill, James L., I, 151
—— Lake, I, 505-506
"Church School by Mail," I, 422
"Church School of the Air," I, 422
Churchwood, Humphrey, I, 408
Cilley, Jonathan, I, 159, 386
Circuit court of common pleas established, I, 134
Civil War, I, 17, 87, 149, 155, 163, 195, 205, 212-230, 234, 236, 238, 246, 248-249, 251, 253, 262, 323, 325, 387, 391, 394, 413, 433-434, 438-440, 448, 450, 453, 477, 503-504, 527; II, 6, 10-11, 144, 306, 508, 593
—— aftermath period, politics and conclusion of the, I, 262-265
—— and its aftermaths, I, 212-265
—— battles, I, 221-226, 238, 325; Antietam, I, 222, 225; Baton Rouge, I, 223; Bloody Angle, I, 224; Bull Run, I, 221-222, 225; Cat Tail Run, I, 225; Cedar Mountain, I, 221-222; Chancellorsville, I, 222; Charleston, I, 223; Fair Oaks, I, 221, 225; Five Forks, I, 225; Fort Pulaski, I, 223; Fort Wagner, I, 223; Fredericksburg, I, 222, 225; Gaine's Mill, I, 221; Gettysburg, I, 222-223, 225, 325; Little Round Top, I, 223, 325; Moris Island, I, 223; Peach Orchard, I, 223; Petersburg, I, 224-226; Pickett's Charge, I, 223, 225; Pleasant Hill, I, 224; Port Hudson, I, 223; Rappahannock Station, I, 223; Red River, I, 224; Richmond, I, 221; Seven Days battles, I, 221; Spottsylvania, I, 224; White Oak Swamp, I, 221; Wilderness, the, I, 238; Williamsburg, I, 221; Yorktown, I, 221
—— eve of the, I, 212-214
—— Maine's military history in the, I, 220-230, 238, 325
—— political history of the, I, 214-220
Civil Works Administration, (CWA), I, 319
Clambakes, the State of Maine, I, 536, 539-541
Clam (qahaug) production chart, I, 541
Clams, I, 535-541
Clapp, Cleaves E., I, 359

Clark, Aaron, I, 251, 255
—— F. Davis, I, 321
—— Francis E., I, 423; II, 224
—— Isaac C., I, 255
Clarke, C. H., I, 309
Class A registrants, Maine's percentage of, I, 272
Clay, Henry, I, 131, 142, 148, 153, 159-161, 197, 200, 203
Clearing Houses, II, 26
Cleaveland, Parker, I, 385-386
Cleaves, Henry B., I, 251, 256-257, 357; II, 57, 223
Cleeve (or Cleaves), George, I, 39, 253; II, 220
Clements, George L., I, 361
Cleveland, Grover, I, 248-249, 251, 256; II, 352
Clifford, Nathan, I, 158, 197, 199, 204, 209, 258, 341
Clifton, II, 468
Climate, I, 6
Clinical School of Medicine, Woodstock, Vermont, I, 390
Clinton, I, 360; II, 366
Cloutier, Peter J., I, 308
Clubs, Service, II, 81-82
Coast Artillery, Maine, I, 228-229
—— Fortification, Maine Companies for, I, 228-229
—— Guard, I, 225, 228-229, 271, 303, 327, 331, 510; II, 308, 384-385
—— Guard, Maine men in the, I, 225, 228-229, 271, 303
Coastal Region, I, 1, 3, 6
—— trade, duty lifted from, I, 118
Coastline and Islands, I, 3
Cobb Divinity School, I, 394
—— Evan C., I, 361
—— J.H.L., I, 394-395
—— John F., I, 439
—— Roland H., I, 576
—— Sylvanus, I, 412
—— William T., I, 262-263, 357
Coblenz, I, 310, 312
Cobscook Bay, I, 3; II, 553
Coburn, A & P., (originally E. P. Coburn), I, 216
—— Abner, I, 188, 216, 357, 392, 397, 416; II, 528
—— Eleazer, I, 216
—— Philander, I, 216
Coe, Harrie B., I, 557, 559
—— Mrs. Harrie B., I, 314
—— Thomas Upham, I, 399
Coffin and Burr, Inc., I, 438
—— George W., I, 169
—— Nathaniel, Jr., II, 62, 85
—— Robert P. Tristram, II, 99-102
Colburn, Reuben, II, 372
Colby College, I, 183, 389-393, 401, 474; II, 59, 120, 129, 344, 361-364
—— famous alumni, II, 363-364
—— fund committee, II, 364
—— Gardner, I, 391; II, 361
Colby's New Campus, on, (illus.), II, 362
Colcord, Lincoln, II, 548
Cole, A.J., I, 576
—— Charles H., I, 287, 300-301
—— William R., I, 361
—— Committee, I, 342-343
Coleman, Anne, I, 408
Colfax, Schuyler, I, 231
College Entrance Examination Board, I, 393
Colleges, American, Association of, I, 393
—— and Secondary Schools, New England, Association of, I, 393
—— and universities, I, 384-401
Collins, Samuel W., I, 358
Colonists, Passamaquoddy, I, 31
Columbia, II, 563
—— Falls, II, 563
Columbus, Christopher, I, 24, 120, 260
Commerce, local and junior Chambers of, II, 80-81
—— Interstate, Commission, I, 342; II, 55
—— State Chamber of, I, 468; II, 80
Committee for Industrial Organization, (CIO), I, 320
Compromise of 1850, I, 202
Concert Association, Community, II, 128
Concord, the, I, 26
Congregationalists, I, 109, 404-406, 408-410, 412-415, 420-421, 424
Conklin, Arthur S., I, 308
Conkling, Roscoe, I, 234, 246
Connecticut River, I, 10, 165
Connor, Selden, I, 238-241, 357
Conservatory of Music, Bangor, II, 124
Constabulary, State, I, 231, 234, 274, 284
Constitutional Convention, I, 119-130, 133
—— Union Party, I, 212-213
Constitution, draft, stipulations of the, I, 121-123
"Constitution, Framing of The," I, 86
Constitution, Maine State, I, 119-130, 133, 139, 191
—— of the United States, I, 86, 104, 145, 180, 220, 231, 338, 365
Continental Army, I, 72, 105
—— Congress, I, 79, 85-86, 337
Cony, Daniel, I, 119, 121
—— Samuel A., I, 119, 217, 219, 230, 234, 357
Cook, Lionel L., II, 17
—— Lydia MacDonald, I, 314
Coolidge, Calvin, I, 266-267
Cooper, II, 563-564
—— John, I, 96
"Copper-heads," I, 234
Corbett, Horace, I, 433
Corinna, I, 361; II, 468-469
Corinth, I, 481; II, 469
Corn, cattle, hay, I, 476-477
Cornish, II, 587-588
—— High School, (illus.), I, 378
Cornville, II, 521
Corthell, W.J., I, 373
Cornwall, County of, I, 45
Cote, Albert E., I, 358
Coulson, Thomas, I, 60, 62
Courier-Gazette, the Rockland, II, 387-388
Court, Circuit or Common Pleas, II, 48, 53
—— House, Federal, Portland, II, 57
—— justices, Maine Superior, in 1950, II, 51

Courts of law, early Maine, II, 46-48
Court, Superior, Maine, II, 50-51
—— Supreme Judicial, Maine, I, 319; II, 47-50, 52
—— Supreme Judicial, 1950 personnel of, II, 50
Courts, United States, II, 58
Cousens, William L., I, 275
Couture, Paul A., I, 358
Cox, Edward W., II, 27
—— James M., I, 266
—— J.F., I, 276
Crabtree, Paul L., I, 359
Crabs and other shellfish, I, 543
Craftsmen, Maine Coast, II, 135-136, 389
Craftsmen's Exhibit and Fair, Maine Coast, I, 575
—— Exhibit, Maine Coast, A corner at a Hobby and Craft Show of the Belfast Branch, (illus.), II, 136
Cragin, A.B., I, 276
Craig, Daniel, I, 169
—— J.P., I, 370
Cram, Edward W., II, 27
Cranberry Isles, I, 418, 550; II, 308
Crane, Carl, I, 577
Crawford, II, 564
—— William H., I, 142
Credit unions, II, 25
Cretaceous Era, I, 9
Croix du Guerre, I, 306
Cromwell, Oliver, 405
Crosby, C.D., II, 21
—— Clarence S., I, 358
—— Jonah, I, 338
—— Oliver, I, 399
—— William C., I, 368
—— William G., I, 196, 202-204, 357
—— High School, Belfast, (illus.), I, 370
Cross, Burton M., I, 357-358
Crouse, Jasper F., I, 401
Crown Colony, Maine made a separate, I, 42
Cruise Schooners, Boothbay Harbor, (illus.), I, 583
Crystal, II, 182
Cuba, I, 258-259
Cumberland, I, 550; II, 232-233
—— and Oxford Canal, II, 4
Cumberland County, I, 7, 59, 67, 86, 97, 99, 101, 103-104, 119, 145, 158, 272, 278-279, 286, 337, 339, 358-359, 389, 454, 474, 494; II, 209-249
—— cities, II, 215-227
—— outstanding features, II, 209-211
—— prominent scenic and vista points, II, 211-214
—— Power and Light Company, I, 435
—— recreational facilities, II, 214-215
—— towns, II, 227-249
Cummings, C. B., & Son Dowel Mill, Norway, (illus.), II, 440
—— C.S., I, 416, 424
—— Frank B., I, 287
Currier, Oliver C., I, 368
Curtis, Cyrus H. K., II, 102, 127, 219, 223, 391
—— Jeremiah, I, 186, 195
—— Oakley C., I, 264, 357; II, 223
—— Mrs. William J., I, 388
Cushing, II, 393
Cushman, Gustavus, I, 172
—— shoe factory, I, 440
Cushnoc Fiber Company, I, 430
Custom House and Post Office, Belfast, (illus.), I, 218
—— Wharf, Portland, I, 443
Cutler, II, 564
—— Nathan, I, 356
Cutter, Ammi Ruhamah, II, 62, 242
—— A. R., Jr., II, 62
Cutts, Richard Fox, I, 338
—— Thomas, I, 338
Dabadis (or Robardie), Joseph, I, 45
Daggett, Ada M., I, 359
Daily Union, the, I, 214-215
Dairy Bureau, I, 495
—— cattle, 478-480
Dairymen's Association, Maine, I, 474
Dallas, George M., I, 197
Damariscotta, I, 52, 360, 550, 553, 576, 581; II, 412-413
—— First National Bank, II, 6
—— River, I, 3, 450, 573; II, 414
Dana, John W., I, 121, 154, 190, 198, 199, 201, 204, 215, 216, 357
Danforth, II, 564-565
—— Thomas, I, 43, 337
Dartmouth College, I, 128, 149, 384-386
—— College Case, I, 128
—— Nova Scotia, Maine sends aid to, I, 276
Davies, Howard, I, 341
Davis, Cyrus W., I, 262
—— Daniel F., I, 99, 242, 245, 246, 247, 357
—— Earl W., I, 359
—— John W., I, 267
—— Moses, I, 338
Day, Charles B., I, 576
—— Horace C., I., 423
—— Maurice, II, 135
Dayton, II, 588
Dead River, I, 10, 12, 459-460, 574; II, 257, 515, 518
Dead River Hatchery, One of the Largest in the World, Artist's Conception of the, (illus.), II, 531
Deaf, Maine School for the, I, 402
Dearborn, Henry, II, 353
—— Pamela Augusta, II, 353
DeBeck, Emery M., I, 361
Deblois, II, 565
Decatur, Stephen, I, 90
—— the, I, 94
Dedham, II, 308-309
Deering, Nathaniel F., II, 22
Deer Island, I, 83; II, 560
—— Isle, I, 207; II, 309-310
—— Isle—Sedgwick Bridge, (illus.), II, 309
De Gogorza, Emilio, II, 509
Deland, Margaret, II, 102, 592
Delany & Yates, I, 230
Delehanty, Thomas E., I, 358
Democratic Party, I, 86, 88-89, 103, 107-118 passim, 129-163, 167, 172, 174, 191, 195-211 passim, 212-220, 230-258, 262-271, 316-322 passim, 341, 350-351, 358-362

Democrats, "Fiat Money," I, 241
—— "Hard Money," I, 241
—— Old Guard, I, 155
Denison, E. B., I, 429
Denmark, I, 226; II, 434
Dennett, William E., I, 357
Dennison, Roy K., I, 361
Denny, Edward B., Jr., I, 576
Dennys River, I, 570; II, 555
Dennysville, II, 565
Denonville, M. de, I, 44
Deposit Insurance Corporation, Federal, II, 1
Depot Mountain, I, 5; II, 175
Depression of 1834, I, 151
—— Decade, I, 270-271, 316-320, 328
Deputy President set up for Maine, I, 43
Descriptive and specialized material on Maine, booklets, etc., II, 110-111
Design, Index of Maine, II, 135
Desjardins, Philip E., II, 18
Desmond, G. Henri, II, 348
Detroit, II, 521
Development Association, Maine, I, 317, 558-560
—— Commission, Maine, I, 317, 320-321, 454, 479, 487-488, 559-564, 570, 572-573, 576; II, 110, 135
—— Credit Corporation of Maine, I, 455; II, 32-33
Deven's, Camp, I, 282, 301-302, 305, 308, 312
Devil's Head, I, 82
Devonshire County, I, 46
Devine, Wallace, I, 327
Dewey, George, I, 259
Dexter, I, 267, 276, 361, 434, 596; II, 17, 469
—— Mrs. William E., I, 392
Dickey, Emery S., I, 361
Dingley, Nelson, Jr., I, 235, 237-238, 242, 258, 357
Discovery, I, 23-28
"District of Maine," Maine becomes, I, 86
Dixfield, II, 434-435
Dixmont, I, 361; II, 469
Doceas Island, I, 81
Door, Eugene H., I, 360
Dorsey, Dwight W., I, 359
Dostie, William T., I, 360
Douglas, Stephen A., I, 212, 215
Dover, I, 171, 434, 596
Dover-Foxcroft, I, 361, 596; II, 17, 491-492
Dow, Fred N., I, 559
—— Harold L., I, 362
—— Neal, I, 189-191, 206-207; II, 224
—— Robert L., I, 529
—— William E., I, 359
Dowell, Cassius M., I, 300
Downey and Thompson Salad Bowl Factory at Kittery, Samples of Plain and Hand-Painted Products of the, (illus.), II, 594
Draft boards, I, 272, 277-286
Draftees, I, 277-283
Draft law, I, 228, 277
—— regulations revised, I, 282
Drake, Frank E., I, 287
Dresden, I, 56, 104, 120, 410; II, 413
Dreuillettes, Gabrielle, I, 404
Driniumore River, I, 324
Drinkwater, A. F., I, 368
Drummond, Josiah H., I, 177, 238
Dubord, F. Harold, I, 321
Dudley Island, I, 83, 85
Dudley, Joseph, I, 337, 355
—— Thomas, I, 355
"Duke of Summersetts" (John Holmes), I, 107
Dummer, Shubael, I, 406, 408
—— Mrs. Shubael, I, 405
—— William, I, 355
Dunham, Lloyd T., I, 360
—— Mellie, II, 425, 441
Dunlap, John, I, 338
—— Robert P., I, 150-155, 171, 356; II, 86
Dunn, Albert T., I, 416
—— David, I, 357
Dunnell, Mark H., I, 369-370
Dunning, James, II, 15
Duquette, Armand, I, 362
Durham, I, 237, 410; II, 162
Dyer Bay, I, 3; II, 572
—— Brook, II, 182
Dyer, Isaac W., II, 4
—— John, I, 338
Eagle Lake, I, 359; II, 182-183, 289, 295, 499
Eames, Emma, II, 125-126, 509
Early Days, I, 23-57
East Boothbay, I, 27, 446, 550
Eastbrook, II, 311
Eastern Bank, Bangor, II, 5, 7
—— Corporation Plant, Brewer (illus.), II, 45, 464
—— Manufacturing Company, I, 430
—— Steamship Company, I, 585-586
—— Trust and Banking Company, II, 15-16
—— Railroad, I, 582, 584, 591-592
East Machias, I, 361, 543; II, 565
—— River, I, 570; II, 575
Eastman, James W., I, 311
—— Philip, I, 367-368
East Millinocket, I, 596; II, 470
Easton, II, 183
Eastport, I, 16, 84, 90, 93, 97, 201, 287, 315, 358, 361, 402, 443, 455, 528, 531, 548; II, 17, 552, 558-560
—— expedition against, I, 93
Eaton, Harvey D., I, 458-459; II, 361
Ebeme Company, I, 504
Economic activities, I, 14
Eddy, Jonathan, I, 18
—— Mary Baker, II, 401
Eddington, II, 470
Edgecomb, I, 121, 338; II, 413
—— Marie Antoinette House, (illus.), I, 193
Edinburg, II, 470
Edison, Thomas, I, 456
Education, I, 363-402
—— Board of, I, 368, 372, 384
—— (Constitution), I, 128-129
—— Department of, I, 344, 346, 348, 352, 379, 381-384
—— expenditures, chart of State, I, 383
—— Vocational, State Board of, I, 354
Edwards, Carleton E., I, 359
—— Clarence R., I, 287, 294, 300, 302, 306, 308

—— Clarke, I., 251
—— George Thornton, II, 121
—— Mills, Augusta, the, I, 436-437, 461
Ela, Arthur E., I, 358
Electoral College, I, 160
Electric cars, I, 601-602
Eliot, I, 262, 362; II, 588-589
—— John, I, 404
Elizabeth Islands, I, 26
Elks, Benevolent and Protective Order of, II, 87
Elliott, Gilbert M., I, 276
Ellsworth, I, 194-195, 245, 248, 358, 360, 402, 417; II, 283, 286-289
—— Oliver, II, 289
Emancipation Proclamation, I, 217
"Emancipation, Universal, Genius of," I, 181
Embargo of 1807, I, 90, 109, 110, 473; II, 2, 142, 507
Embden, II, 521-522
Emergency Fleet Corporation, I, 281
—— Relief Administration (ERA), I, 319
Emerson, James A., I, 361
Emery, George F., I, 111
—— Jeremiah, I, 338
—— Marcellus, I, 214-215
—— Stephen, I, 200, 368
Employment Security Fund Commission, Maine, II, 147
—— Security Fund, graph of the Maine Finance Department 1949-1950 report on, II, 148
—— Security Fund revenues, table of 1949-1950, II, 147
Endicott, John, I, 355
Enfield, I, 311; II, 470
Enforceed Prohibitory Party, I, 247
Engel, William, I, 418
Engineering Council of the U. S., I, 467
Engineers, U. S. 14th, Company C., I, 275, 303-306
Enlistment credits, Maine, I, 278
Enterprise and Boxer, battle between, I, 92
Epieds, I, 293
Episcopalians, I, 405, 410-411
Equalization Law, I, 377
Ericson, Leif, I, 23-24
Etna, II, 471
European and North American Railway, I, 595-596
Eustis, I, 359; II, 256-257
—— historical story of, II, 257
—— William T., I, 248
Evans, Edward, I, 465
—— George, I, 163, 199, 201-202
Everett, Edward, I, 212
—— George D., II, 17
Executive Department, I, 344-345
Exeter, I, 255; II, 471
Expeditionary Forces, American, General Headquarters, I, 290

Fahey, Austin E., I, 306
Fairfield, I, 238, 331, 361, 410, 430; II, 522-523
—— John, I, 158-159, 162, 172-174, 195-197, 199, 356-357; II, 183
Fairs, State, I, 575
Fales, David, I, 338
Falmouth, I, 16, 39, 53, 58-60, 62-63, 67, 71, 91, 101-102, 338, 359, 409-410, 412, 425, 580; II, 233-234
—— Committee of Correspondence, I, 60
—— Committee of Safety, I, 62
—— Convention, the, 101-103
—— Gazette, the, I, 98-99, 104, 338
—— Hotel, Portland, II, 21
—— Neck, I, 59
—— punished, I, 62-63
Farley, Peter J., I, 362
Farm, Aroostook State, at Presque Isle, II, 176
Farmingdale, I, 469; II, 366-367
Farmington, I, 287, 358, 371; II, 121, 125, 250, 257-260
—— Academy, I, 371
—— Air View of, Looking North, (illus.), II, 258
—— State Teachers College; Ivy-Clad Main Entrance to, (illus.), II, 259
Farnsworth, Frederick D., II, 385
—— Lucy, II, 388
—— William A., II, 388
—— Museum Library, Rockland, An Exterior View of the, (illus.), II, 389
—— William A., Art Museum and Library, Rockland, II, 129, 388-390
Farragut, David Glasgow, II, 593
Farrand, Max, I, 86
Farrar, Geraldine, II, 126
Farwell, Nathan A., I, 219
"Father of the Colonies," I, 55
Fay, Eliphaz, I, 391
—— Marguerite R., I, 359
Fayette, II, 367
Federal forces, Maine units taken into, I, 275
Federalist Party, I, 86, 88-90, 96, 99, 103, 106-107, 112-114, 118, 129, 132-133, 137, 139-140, 142-143, 421
Federalists and Democrats and the War of 1812, I, 85-98
Federal Loan and Building Association, Portland, II, 23
Fellows, George E., I, 398
Fenn, Converse G., I, 361
Fenner, James O., II, 540
Fernald, Bert M., I, 262-264, 267, 357, 465
—— George C., II, 21
—— Merritt C., I, 396-398
—— law, I, 270
Fessenden & Deblois, I, 200
Fessenden, Samuel, I, 91, 182-183, 198, 201-202, 204
—— William Pitt, I, 202, 204-205, 219-220, 231-232, 386; II, 223
Feury, Cornelius A., I, 311
Fidelity Trust Company, Portland, II, 15, 17-18
Field Hospital Unit, I, 275
Fillmore, Millard, I, 202
Finance, Department of, I, 344-346, 351 352; II, 148
Fine Arts, School of, I, 402
Finnegan, Wilfred A., I, 360
Fir Forest, the, from Aziscoos Mountain in Lincoln Plantation, Elevation 3,215 Feet, (illus.), II, 426
First admission of women to college, I, 391

—— American composer, resident of Maine, II, 121
—— American regiment to march through London, I, 304
—— anti-slavery society in Maine, I, 181
—— authorized organization in Maine, I, 38
—— bank established in Maine, II, 1
—— Baptist church in the South, Maine man founds, I, 408
—— brick house built in Maine, II, 236
—— chartered city in America, II, 579
—— Christian Endeavor societies in U. S. started in Maine, I, 423
—— college for girls established in Maine, II, 580
—— company flag to be carried out of Maine (Civil War), II, 306
—— cotton mill in Maine, I, 108
—— daily newspaper in Maine, II, 37
—— decade, Governor King and the Legislature and Maine's, I, 136-147
—— dentist in Maine, II, 63
—— English church service held in New England, I, 403
—— Englishmen to visit inland Maine, I, 26
—— fair held in Maine, II, 603
—— French settlement in North America, on St. Croix Island, II, 557
—— governor elected by the people in Maine, I, 39
—— governor of the State of Maine, I, 110; II, 509
—— "great Yankee," I, 47
—— horse race (running) establishment in Maine, II, 244
—— hospital school of nursing established in Maine, II, 73
—— ice cream in America made in Maine, II, 419
—— in potato production of any town in the world, II, 183
—— introduction of paper money into the British colonies, I, 50
—— labor union in Maine, II, 143
—— Legislature, I, 134-136; II, 52
—— Maine man to receive 33rd Degree, Freemasonry, II, 86
—— Maine men in Revolution, I, 59
—— Maine men killed in action by Germans, I, 289
—— Maine Music Festival, II, 125
—— medical organization in Maine, II, 62
—— meeting-place of the Legislature, I, 129
—— musical club in America organized in Maine, II, 124
—— named in print, Maine, I, 36
—— national anti-slavery society, I, 182
—— national bank organized in Maine, II, 11
—— naval battle of the Revolution fought in Maine waters, II, 555
—— newspaper in each Maine county, II, 39-40
—— newspaper in Maine, I, 98
—— of Boston Corporation, I, 438
—— official Act against slavery, I, 180
—— organized choral group in Maine, II, 121
—— patent of nobility conferred, I, 55
—— person born in U. S. to receive title from British Crown, I, 47; II, 503
—— postoffice established, at Falmouth, I, 580
—— Protestant religious society organized, II, 603
—— public building built in the U.S. that is still standing, II, 602
—— quarantine measure in the colonies passed, II, 60
—— railroad chartered in Maine, I, 590
—— reference to Prohibition by any governor, I, 198
—— savings bank in Maine, II, 7
—— sawmill in New England, II, 580
—— schoolhouse in Maine, I, 363
—— Senators of Maine, I, 107
—— service club in Maine, II, 81
—— ship to fly the Stars and Stripes, II, 593
—— shoe industry in Maine, II, 159
—— sighting of Maine by John Cabot, I, 25
—— standing Committee on Publicity in the nation (Maine), I, 558
—— steam automobile in America built in Maine, II, 357
—— steamboat in Maine waters, I, 581
—— Supreme Court term, I, 104
—— to introduce basketball, Maine men, II, 243
—— to launch "Campfire Girls," Maine couple, II, 243
—— to start Junior Colleges in New England, Maine among the, I, 401
—— town incorporated in Maine, II, 592
—— transfer of Maine soil on the spot, I, 36
—— troops to leave Maine for service in the War of the Revolution, II, 603
—— turnpike chartered in Maine, I, 603
—— U. S. Senator from Maine, II, 586
—— vessel constructed by European settlers in the New World, II, 507
—— winter sports development in Maine, II, 228
Fish and Lobster Houses Undermined by Tide and Storms, (illus.), I, 534
Fish and Wildlife Service, U. S., I, 443, 533, 538-539, 542, 577
"Fish bowl drawing," the, I, 278
Fisheries and Game, Inland, Department of, I, 327, 248, 352, 507, 510, 561, 576-578; II, 111
—— Commercial, I, 526-552
—— Commission, Atlantic States Marine, I, 533, 537
"Fisheries of Maine, Commercial," I, 529-531
—— Sea and Shore, Department of, I, 344, 348, 352, 529, 532, 537-539, 542-544, 548, 561, 576; II, 111
Fisherman's Island, I, 420
Fish, finned, I, 547-551
—— Hatchery, State at, Boothbay Harbor, I, 533
—— Hatchery, State, at Caribou, II, 179
—— Hatchery, State, at Raymond, (illus), I, 568

—— Hatchery, State, near Greenville, II, 485
Fishing, sports, I, 568-570
Fish River Power and Storage Company, I, 270
Fiske, John, I, 406
Flabas, I, 308
Flag (State of Maine), I, 14; II, 125
Flagg, Charles F., I, 465
Flirey, I, 307
Floral Emblem (State of Maine), I, 14
Florida, the, I, 227
Foch, Ferdinand, I, 291
Fogg, Charles H., I, 557
—— George E., I, 311
Ford, Daniel S., I, 416
—— Henry, II, 315
Foreign Plantations, Commissioners of, I, 39
Foresters, Independent Order of, II, 88-89
Forest Fires, the 1947, I, 329-331
Forestry, 497-525
Forestry, State Department of, I, 329, 348, 507-512
Forster, Charles, I, 522
—— Manufacturing Company, II, 266-267
Fort Canso, Nova Scotia, I, 52
—— Erie, I, 98
—— Ethan Allen, I, 275
—— Fairfield, I, 359, 420, 596; II, 172-173, 183-184
—— George, I, 66, 69
—— Gosselin, I, 97
—— Griffith, I, 97
—— Halifax, I, 55
—— Halifax Station, I, 459
—— Kent, I, 359, 371, 381, 596; II, 184-185
—— Knox, (illus.), II, 536
—— McClary State Memorial, II, 579, 594
—— Ord, I, 324-325
—— Pownal, I, 56
—— Sherbrooke, I, 97
—— Shirley, I, 55
—— Strong, I, 275
—— Western, I, 55; II, 343, 349, (illus.), 350
—— William Henry, I, 56
—— Williams, I, 282, 309
Fortune's Rocks, I, 330; II, 579
Foster, Benjamin, I, 64
—— James C., I, 308
—— Thomas A., I, 276
Four-H Club Boys Wrestle with Lively Hereford Calves, Fryeburg Fair, (illus). I, 479
Fox, Charles Lewis, II, 130
—— Edward, I, 190
—— George, I, 406
—— John, I, 338
—— William F., I, 220-221
Foxcroft, I, 287, 475
Foxwell, Elizabeth R., II, 393
Frankfort, I, 96
—— II, 542-543
Franklin, I, 358; II, 311
—— Benjamin, I, 473; II, 34
—— Company, I, 394
Franklin County, I, 2, 108, 272, 280, 286, 339, 358-359, 479, 522
—— II, 250-280
—— outstanding features, II, 250-253
—— plantations, II, 270-272
—— recreational facilities, II, 254
—— scenic routes, II, 253
—— towns, II, 254-270
—— vista points, II, 254
—— wild land townships, II, 272-280
Frank, W. P., I, 258
Fraser Paper Company, Ltd., II, 193
Frechette, Reginald R., I, 362
Frederick Island, I, 83, 85
Frederic, K. O., Company, Ellsworth; Wood Items Turned by the, (illus.), II, 287
Fredericton, I, 169, 170-172
Free Baptists, I, 412-413, 416
Freedmen's Bureau, I, 225
Freedom, I, 228; II, 543
Free High School Law, I, 372-373
Freeman, James, I, 415
—— Nathaniel, I, 363
—— Samuel, I, 71
Freeman's Bank, Augusta, II, 5
Freemasonry, II, 85-87
Freeport, I, 359, 412; II, 234-235
—— "Desert of Maine," II, 210-211, 234
Free silver, I, 257
—— Soil Party, I, 201-204, 206
Frelinghuysen, Theodore, I, 197
Fremont, John C., I, 208-209
French and Indian Wars, I, 43-49, 178, 404; II, 237, 304
Frenchman's Bay, I, 3, 510; II, 281-282, 329
French Revolution, I, 87
Frenchville, II, 185
Frendship, I, 360, 542-543, 550; II, 393-394
Friends, Orthodox, I, 419
Frontenac, Count, I, 49-50
Frontier Bank, Ellsworth, II, 5
Frost, John, I, 20
—— O. F., I, 482
Fruit Producers Inc. Display, Maine, Kezar Falls, (illus.), I, 491
Fryeburg, I, 145, 154, 198, 242, 311, 338, 479, 509-510, 553, 565; II, 435-437
—— Academy, I, 365
—— -Brownfield fire, I, 509-510
—— Fair Auction, Part of the Herd of Baby Beef at a, (illus.), II, 436
Frye, William P., I, 245-246, 264
Fry, James Barnet, I, 234
Fugitive slaves, I, 185
Fuller, B. A. G., I, 252
—— Carlton S., I, 358
—— David W., I, 360
—— Jesse P., I, 359
—— Melville Weston, I, 119, 252
—— Samuel, II, 61
Fulton, Robert, I, 581
Fundy, Bay of, I, 8, 31, 73-74, 83, 85; II, 553

Gabbi, Fred H., I, 576
Gage, Thomas, I, 85, 337, 356
Gagnon-Haskell Paint Manufacturing Plant, Auburn, Inspection at the, (illus.), II, 159
Gallatin, Albert, I, 164, 166

Game Farm. State, and pheasants at Gray, II. 237
Gannett. Guy P., I. 614: II, 27. 352
—— Mrs. Guy P., II, 128
—— William H., II, 343, 349. 352
—— Guy. Publishing Company, II, 27, 220
Garcelon, Alonzo W., I, 239, 241-244. 246, 357; II, 64
—— Harold W., I. 276
Gardiner, I. 37. 188, 247, 306, 321, 358, 360, 428. 432. 452. 454. 459; II. 355-356
—— Christ Church. I. 410
—— Light Infantry, I, 245
—— Savings Institution. II. 8
Gardiner. Halbert P.. I. 264
—— John. II, 52
—— Obadiah, I, 263-264
—— Sylvester. I. 410: II. 52. 356. 371
—— William Tudor, I, 269-271, 316. 343-354 passim. 357. 613: II. 50
Gardner, Albert K., I, 475. 496, 576
Garfield. James A., I, 246. 253
Garland. II. 471
Garrison. William Lloyd, I. 181
G. A. R. veterans (Maine). I. 249
Gass. Robert Sidney, II, 12
Gay. Spencer A., I, 360
Gazetteer of Maine. the. I, 433
"Gazette," the Portland (Falmouth), I. 115-116: II. 35. 116
Gems. Maine, (illus.), II, 140
General Court of Massachusetts. I, 40-43. 50. 52. 66-67. 70. 77. 85. 88-89. 98-99. 101-106. 108-117 passim. 164, 167, 179-180. 337, 363-365. 384. 390. 402. 405. 408. 410. 425. 589-590. 602-603: II. 1. 3. 5. 58. 60
Geologic Map of Maine, I, 12
Geological History. I. 7-10
—— Survey. U. S.. I, 1. 465-466
Geology of the State of Maine, First Annual Report on. I, 7
George. Daniel. II. 35
Georges Bank. Thomaston, II, 6
—— Lake. 49: II. 537
Georgetown. I. 338: II. 510-511
Gerald. Gertrude A., I, 284
Gerrish. Herman S.. I. 362
Gerry. Elbridge. I. 262. 356
Getchell. George C.. I, 200
—— W. B.. Jr.. I. 608
Ghent. Treaty of. I. 17. 85. 98, 164, 175
Gibson. Charles Dana. II, 545
Gilbert. Raleigh. I. 29-30
—— Sir Humphrey, I, 26
Gilead. II, 437
Gill. Moses. I. 356
Gilman. Augustus W.. I, 475. 495
—— William P., I, 359
Gilmore. David. I, 338
Girbal. Henry. I. 308
Givray, I, 289. 292
Glacial Period. I, 10
Glenburn. II, 471
Godfrey. Edward. I, 39-41, 336
Gold. Panning. Coos Canyon. Byron, (illus.). I, 240
Goodale. E. S., II. 122
—— George L.. I. 387-475
Goodall-Sanford, Inc., II, 580, 599
Good Templars, Grand Lodge of, I, 234
Goodenow, Daniel, I, 148, 151
Goodman, A. A., I, 277
Goodwin, William C., I, 276
Goodyear. Moses, I, 39
Gookins, Florence Ives, in Her Noted Weaving Shop at Algonquit, (illus.), II, 138
Gordon, Fred D., II, 27
—— G. W., I, 378
Gore, Christopher. I, 356
Gorgeana (formerly Agamenticus), I, 38-39, 41
Gorges and Mason grant, I, 35-36
—— family's interest in Maine sold to Massachusetts, I, 42
Gorges. Sir Ferdinando, I, 28, 30-31, 35-36, 38. 39. 42, 43. 335-336, 405, 498; II, 44-45. 581, 584. 586, 603
—— Thomas, I, 38. 405; II. 44
—— William. I, 38. 336: II, 44
Gorham, I. 58, 67, 101, 188, 247, 338, 359, 371. 410-411. 601; II, 235-236
—— Thomas, I, 438
—— William, I, 101
Gosline. Arthur N., I, 360
Gosnold. Bartholomew, I, 26, 27
Goudy & Stevens Shipyard, East Boothbay, (illus.), I, 446
Gould, A. P., I, 232
—— Arthur R., I, 267, 316
—— John R.. II, 21-22
—— Samuel W., I, 262
Gouldsboro. I, 510; II, 311-312
—— Bay. I. 3: II. 572
Government, city, II, 92-93
—— local. expenditures on, II, 95
—— municipal, and the tax problem, II, 91-98
—— plantation, II, 91-92
—— State. I, 335-362
—— State, organization chart of, I, 353
—— town, II, 91-94
—— unorganized township, II, 92
Governor (Constitution). I. 127
Governor Payne Presenting the Boost Maine Message of Maine Publicity Bureau. Portland, (illus.), I, 560
Governor's Council of Maine. I, 150, 242-244. 247. 347. 368. 384, 533. 561
—— Council of Massachusetts, I, 43. 66, 122, 127
Governors, four major categories of, I, 354
—— of Maine listed, I, 355-357
Gowell, Edward F., I, 362
Grab Act, I, 237
Graham Lake. II, 288
Gram. Hans. Musical Society of Fryeburg, II, 121
Grand Chapter of Maine, I, 177
Grand-Fontaine, Chevalier de, I, 44
Grand Isle. I, 596: II. 185-186
—— Lake. I. 572-573: II. 554
—— Lodge of Maine, I, 177
—— Manan Island, I, 83, 85
—— Trunk Railway, I, 586. 588, 593, 595; II. 145
Grange, Maine State, I, 238, 248, 263
—— II, 89
Granite Bank, Augusta, II, 5

Grant, Earl A., I, 322
—— Samuel, I, 338
—— Ulysses S., I, 224-226, 231-232, 236-237, 246, 249; II, 132
Grant Farm, Moosehead Lake, I, 516
Grant of 1620, The, I, 35
Graves-Cilley Affair, the, I, 159
Gray, I, 338, 412; II, 236-237
—— Clifton Daggett, I, 395
Great Falls, I, 429
—— Lakes, I, 43, 57
—— Northern Paper Company, I, 504, 507, 516, 521-522
—— II, 454, 501
Greaton, Everett F., I, 559-560
Greeley, Ebenezer, I, 171
—— Edwin H., I, 358
—— Horace, I, 236
Greely, A. W., 593
Greenback Movement, I, 240-248, 396
Greenbush, II, 471-472
Greenbie, Sydney, II, 306-307
—— Marjorie Barstow, II, 306-307
Greene, I, 359, 410; II, 163
—— Camp, I, 311
—— Perry, and His Chinooks, (illus.), II, 417, 418
Greenfield, II, 472
Greenlaw, Albert, I, 287, 315
Greenleaf, Moses, I, 447, 451
—— Simon, I, 149; II, 85
Green, Roger A., I, 306, 308
Greenville, I, 361, 521, 596; II, 485, 492-493
Greenwood, II, 437
Greenwood's Portrait of Sally Brooks Holmes, in Parsons Memorial Library, (illus.), II, 585
Griffin, Joseph, II, 35
Grossman, L., Sons, I, 455
Grove, Roscoe, J., Jr., I, 361
Guadalcanal, I, 324
Guecherville, Marchioness de, I, 31, 32, 404
Guides, licensed Maine, I, 571-573
Guilford, I, 361, 380; II, 493
Gulf Island, I, 462
—— Island Plant, Lewiston, I, 459
—— of Maine, I, 1
—— stream, I, 6
Gulick, Luther, II, 243
—— Mrs. Luther, II, 243
—— Luther, Camps, Raymond Neck, II, 243
Guptill, William T., I, 475

Hadassah, I, 419
Hadley, John A., I, 287
Haines, William T., I, 263-264, 357
Hakluyt, Richard, I, 26
Hale, Eugene, I, 242, 245, 265
—— Frederick, I, 258, 264-265, 269-271, 316
—— II, 223
—— Harry C., I, 300, 308
—— John P., I, 386
Halfway Rock Light, Casco Bay, (illus.), I, 54
Halifax, I, 65-66, 79, 93, 276-277, 304
—— explosion, the, I, 275
—— Women's College, I, 276
Hall, Alvah D., I, 361
—— Hascall S., II, 22
—— Joshua, I, 147, 356
Hallowell, I, 95, 249-250, 311, 338-339, 358, 360, 393, 411, 450, 459, 473, 566, 580
—— II, 122, 356-357
—— Academy, I, 154, 365
—— Granite Company, I, 250
—— Sarah, I, 473
Hamilton, William Peirson, II, 294
—— Mrs. William Peirson, II, 294
Hamlin, Augustus C., I, 249
—— Elijah, I, 201, 213
—— Hannibal, I, 158, 198, 199, 200, 201, 202, 208, 209, 212, 213, 217, 219, 220, 231, 232, 238, 243, 245, 246, 357; II, 425, 463
Hampden, I, 93-94, 96, 200, 429; II, 472
Hancock, I, 544, 550; II, 312-313
—— Barracks, Houlton, I, 609
Hancock County, I, 13, 118, 120, 138, 272, 280, 286, 330, 339, 358, 360, 448, 492; II, 281-342
—— city, II, 286-289
—— outstanding features, II, 281-284
—— plantations, II, 330-332
—— recreational facilities, II, 285-286
—— scenic routes, II, 284-285
—— towns, II, 289-330
—— wild land townships, II, 332-342
Hancock High School boys help FBI, I, 327; II, 313
—— John, I, 78, 86-87, 356
—— Owen, L., I, 359
—— Winfield Scott, I, 246
—— Point, I, 327
Handcraft Exhibit, Annual, of the Woman's Literary Union in Portland. A Hooked Rug Display at the, (illus.), II, 137
—— Trails, II, 135
Handel Society of Maine, II, 122
Handicrafts, II, 135-140
—— Maine, outstanding notes of interest as of 1950, II, 139-140
Hand, Lynwood E., I, 359
Hanks, Donah W., Jr., II, 93-94
Hanna, Mark, I, 257
Hanover, II, 437
Hanson, Bernice B., I, 362
—— Charles H., I, 465
—— William C., I, 361
Harbor Commission, State, I, 587
Harding, Frank F., I, 360
—— Warren G., I, 266
Hardy, Sir Thomas, I, 93
Harmony, II, 523
"Harmony of Maine, The," II, 121
Harpswell, I, 86, 338, 410-411, 550; II, 237-238
Harriman, Alonzo J., II, 132
Harrington, II, 566
Harris, Abba, (see Mrs. Harris B. Coe)
—— Abram W., I, 398
—— Samuel, I, 387
Harrison, I, 359; II, 238-239
—— William Henry, I, 107, 153-154, 160-161, 186, 195, 251-253, 255-256
Hartford, II, 437-438
—— Convention, the, I, 91, 107, 112
Hartgen, Vincent A., II, 129
Hartland, I, 361, 441; II, 523-524

Hartwell, Edward, II, 122
Harvard College, I, 108, 115, 145-146, 149, 154, 165, 252, 266-267, 321, 364, 372, 386, 398, 406, 409, 415; II, 59
Harvey, John, I, 171, 173
Haskell, Nathaniel M., I, 358
—— Robert N., I, 358
Hastings, Hugh W., I, 311
Hathaway Brothers Mill, Columbia Falls Part of, (illus.), I, 518
Hathaway's, William, Long Lumber Mill, Columbia Falls, (illus.), I, 506
Haughey, John D., I, 311
Haut, Isle au, I, 93
Hawkesbury, Lord, I, 83
Hawkes, George L., I, 362
—— James H., I, 311
Hawkins, John, I, 26
Hawthorne House, Raymond, II, 243
—— Nathaniel, I, 386; II, 232, 243
Hayden, Aaron, I, 368
Haydn Association of Portland, II, 123
Hayes, David E., I, 306
—— Harold M., I, 361
—— Roy M., I, 401
—— Rutherford Birchard, I, 239, 253
Hayne, Robert Y., I, 181
Haynes, Charles A., II, 300
—— John, I, 355
—— Rodney E., I, 308
Haynesville, I, 609; II, 186
Heald, William, I, 502
Health and Welfare Department, organization chart of State, II, 66
—— and Welfare, State Department of, I, 344, 346-347, 352, 354; II, 66, 68-69, 75, 77-79
—— Board of, II, 65
—— Council, Public, Maine, II, 77
—— districts in Maine, organization chart of, II, 67
—— State Bureau of, I, 346-348, 352; II, 66, 68, 78
Healy, James Augustine, I, 417
Hebrew Center, Bangor, I, 418
Hebrews, I, 419
Hebron, I, 91, 360, 411
—— II, 438
Hedgehog Mountain, I, 5; II, 175
Hemenway, Moses, I, 338
Henchman, Daniel, I, 425
Hennessy, W. A., I, 276
Henry, Carl E., I, 306
Henry IV of France, I, 73
Hermon, I, 361; II, 472
"Her Own Business" program, II, 136-137, 150
Hersey, II, 186
Hertz Driv-Ur-Self organization, I, 611
Hichborn, Charles S., II, 21
—— N. G., I, 234-235
Higgins, Scott K., I, 613
Highway Commission, State, I, 510, 605-606
Highways, I, 602-606
—— Department of, I, 346, 348
Hiking and trails, I, 573-574
Hildreth, Charles L., I, 576
—— Horace A., I, 321-322, 329-330, 357; II, 27
Hill, Frank W., I, 255
—— Frederick T., I, 276
—— John Fremont, I, 262, 357
—— Marl H., I, 112
—— Mill, the, I, 435, 437, 461; II, 160
Hinckley, Edward B., I, 311
—— Henry R., & Company Boatyard, Southwest Harbor; a 34 ft. 2 in. Sou'wester at the, (illus.), II, 321
Hiram, II, 438
Hirst, J. F., I, 433
Historical Marker, Kittery, (illus.), II, 593
"Historical Society, Collections of the Maine," I, 82
Historical Society, Maine, I, 106; II, 117, 220-221; Library, II, 117
"History of Maine," Williamson's, I, 138
"History of the District of Maine," Sullivan's, I, 89
"History of the Law, the Courts and the Lawyers of Maine," I, 107, 138
Hodgdon, I, 359; II, 187
—— John, I, 201, 400
Holbrook, Samuel A., I, 245
Holden, I, 361; II, 473
Holley, Frank H., I, 558-559
Hollis, II, 589
Holmes, Ezekiel, I, 398, 474
—— Herbert E., I, 269, 271
—— John, II, 586
—— (John) Mansion, Alfred, (illus.), I, 124
Holy Rollers, I, 419
Home Guard, Maine, I, 274
Homer, Winslow, II, 130
Hooker, Thomas, I, 408
Hoover, Herbert C., I, 266, 317
Hope, I, 360, 451; II, 394
Horticulture, Bureau of, I, 491
Horton, Robert, of Otisfield, in His New Ballistics Laboratory and Testing Range in Waterford, (illus.), II, 424
Hospital, Bangor State, II, 462
—— Central Maine General, II, 65, 70-71, 162
—— Children's, Portland, II, 73
—— construction program, 1948 chart of, II, 79
—— Eastern Maine General, II, 65, 70-71, 462
—— Maine General, II, 65, 70-71, 73-75; current officers and directors of, II, 74; Maine Entrance and Original Building on Western Promenade, Portland, (illus.), II, 72
—— Mercy, at Portland, II, 75
Hospitals, Maine, II, 70-75
Houlton, I, 172, 201, 258, 358-359, 400-401, 557, 597, 608-609; II, 170-171, 187-191
—— Academy, I, 400-401
—— Joseph, I, 608; II, 189
House, Elmore C., I, 361
Howard, James, II, 353
—— Oliver O., I, 221-222, 225
—— University, I, 225
Howe Brook Mountain, I, 3; II, 174
Howell, David, I, 79, 82
Howland, II, 473
Howland Falls Pulp Company, I, 430

Hubbard, John W., I, 191, 201-203, 357; II, 357, 372
Hudson, I, 361; II, 473
Hughes, Charles Evans, I, 266
Hume, Frank M., I, 286-287, 300-302
Hunkers, I, 201-203
Hunting, I, 570-571
Hunton, Jonathan G., I, 356; II, 372
Huse School at Bath, (illus.), I, 380
Hussey, Elwin F., I, 360
Hustis, L. H., I, 303
Hutchins, Curtis M., I, 576
Hutchinson, Anne, I, 405
—— Thomas, I, 356
Hyde, John E., I, 438; II, 18
—— John H., II, 505
—— Thomas W., II, 508
—— William DeWitt, I, 374, 387-388, 421, 424
—— Memorial Home for Crippled Children, Bath, II, 505, (illus.), 506
Hydroelectric Power, I, 456-471

Ice, I, 452-453
Ilsley, Daniel, I, 338
Immaculate Conception, Portland Cathedral of the, I, 417
"Imo," the, I, 275
Independence, Fiftieth Anniversary of American, I, 143
"Independent Chronicle," the, I, 89
Independent College of Liberal Arts for Men and Women, I, 391
"Independent Statesman," the, I, 140
"Indian affairs," I, 17
Indian arts and customs, I, 17
—— cemeteries, I, 15
—— intermarriages, I, 21
—— Island, I, 16; II, 466
—— Land Agent, I, 18, 20, 352; II, 571
—— Pond, I, 460; II, 525
—— population, I, 21
—— population today, I, 16
Indians, I, 15-22, 72, 143, 148, 178-179, 208, 220, 335, 402-406, 409, 415-416, 492, 527, 536; II, 59, 121, 317, 406, 436, 503, 514, 526, 586
—— Abnaki, I, 15, 51, 404; II, 121, 466
—— Aitteon, I, 45
—— Algonquin, I, 15
—— Anasagunticook, I, 15; II, 229
—— Cherokee, I, 148
—— Creek, I, 148
—— Etchemin, I, 15
—— Iroquoian, I, 15
—— Kennebec (or Canibas), I, 15, 45; II, 229, 360
—— Mohawk, I, 51
—— Passamaquoddy, I, 15-17, 20, 65; II, 120 571
—— Penacook, I, 49; II, 444
—— Penobscot, I, 15-17, 45, 49; II, 121, 466
—— Pentagoet, I, 15
—— Pre-Algonquin, I, 15
—— Saco (or Sokokis, Sekokis or Sokwakiaks), I, 15
—— Tarrantine, II, 305
—— Wawenock, I, 15
Indian Treaty, Passamaquoddy, with Massachusetts, I, 20
Indian wars, I, 16; II, 353
Industries, Inc., I, 455
Industry, I, 425-455
—— (town), II, 260-261
Infantry, Fifty-second Brigade, I, 287
—— 56th Pioneer Regiment, I, 311-312
—— Forty-third Division, I, 324-325
—— Headquarters Company, Eighty-sixth Brigade, I, 324
—— Maine Regiments, I, 221-225, 228-229. First, I, 221, 224, 313; Second, I, 215, 221-222, 274-275, 286-287, 302; Third, I, 221-223, 225; Fourth, I, 221-223; Fifth, I, 221-224, 251; Sixth, I, 221-224; Seventh, I, 221-222, 224-225, 238; Eighth, I, 221, 223, 225; Ninth, I, 221, 223; Tenth, 222, 228; Eleventh, I, 221-223, 225; Thirteenth, I, 224; Fourteenth, I, 223; Sixteenth, I, 221-222; Seventeenth, I, 222-223; Nineteenth, I, 221, 223, 238; Twentieth, I, 221, 223, 226; Twenty-ninth, I, 224; Thirtieth, I, 224; Thirty-first, I, 221, 225; First Maine Veteran Infantry, I, 224-225
—— 103rd Regiment, I, 287-302, 324-327
—— Twenty-sixth Division, (see Yankee Division)
Infirmary, Eye and Ear, Portland, II, 72
Information Bureau, Mt. Desert Island, II, 327
—— Center, Maine, I, 561, 565-566; II, 578, 595
—— Centre, western Maine, II, 437
Ingalls, Rufus I., I, 226
Ingersoll, Robert G., I, 238-239
—— Zebulon, I, 400
Ingraham, Maynard C., I, 360
—— William H., I, 284
Ingram, David, I, 26, 553
Insane, Hospital for the, II, 65
Institutional Service, Bureau of, I, 352, 354; State Department of, II, 75-76
Institutions, Maine, under control of the Department of Institutional Service, II, 76-77
Insull, Samuel, I, 270, 459, 462
Insurance, II, 26-28
—— adjustor, the, II, 55
—— Department of, I, 348
Interdenominational Commission, I, 413, 421-422
—— Conference of Maine, I, 424
International Paper Company, I, 270
"Intrepid," the, I, 88
Ipo Dam, I, 325
Irish Group, I, 192-195
—— James, I, 169
—— Rolland E., II, 27
—— moss and kelp, I, 545-547
Island difficulties, I, 83-85
—— Falls, I, 359; II, 191
Isle au Haut, I, 93; II, 380, 394-395
Islesboro, I, 418, 550; II, 543-544

Jackman, I, 572
Jackson, II, 544
—— Andrew, I, 87, 142-146, 148-153, 155, 157, 165-167, 176, 196
—— Richard, I, 76

—— Thomas Jonathan ("Stonewall"), I, 222
Jacksonian era, the ferment of the, I, 148-163
Jacobs, Leslie E., I, 358
—— Wesley W., I, 306
Jacoby, Parker R., I, 361
Jalbert, Louis, I, 358
James I of England, I, 28
—— II of England, I, 48-49; II, 47
James, Duke of York, I, 74
—— William, I, 419
Jameson, Charles D., I, 387
Jamieson, Charles A., I, 359
Japan, I, 325
Jarvis, Charles, I, 194
Jay, I, 359; II, 261
—— John, I, 77-78, 80, 473
Jefferson, I, 36; II, 413-414
Jefferson Camp, II, 68-69
Jefferson, Thomas, I, 84, 87, 127, 137, 143; II, 120
Jehovah's Witnesses, I, 419
Jenner, Thomas, I, 405
Jennings, Hervey B., I, 359
Jersey Cattle Association, State, I, 474
"Jesuit Relations," I, 33
Jewett, Jedidah, I, 227
—— Sarah Orne, II, 113, 601; House, South Berwick, (illus.), I, 131; II, 580
Jewish Women, Council of, I, 419
Jews, I, 237, 418-419
Johnson, Andrew, I, 217, 219, 230, 232-233
—— Charles F., I, 256-257, 263-264
—— Franklin W., II, 362-364
—— Richard M., I, 153, 160-161
—— Samuel, I, 396
—— Warren, I, 372
Jonesboro, I, 509, 550; II, 566
Jones, Caleb, I, 442
—— Ichabod, I, 63-64
—— John Paul, II, 593
—— John Winslow, I, 442
—— Vincent C., I, 361
—— William, I, 338
Jonesport, I, 548, 550; II, 17, 566-567
Jordan, E. C., I, 465
—— Fred D., I, 576
—— Robert, I, 41
—— Robert A., I, 405, 423
Josselyn, John, II, 61
"Journals of Maine's History," I, 536
Joy, William M., I, 247
Jullien, Paul J., I, 321
Jutras, William, I, 297

Kahill, Joseph B., II, 131
—— Victor, II, 132
Kansas-Nebraska Bill, I, 205-206
Katahdin Iron Works, I, 523; II, 487
Katahdin Mt., I, 1, 3, 8, 10, 68, 573-574; II, 295, 484, 486; from Baxter State Park, (illus.), II, 484
Kavanagh, Edward, I, 174, 196, 356
—— Mary L., I, 358
"Kearsarge," the, II, 593
Keene, Carroll W., I, 360
"Keep Maine Green" movement, I, 510
Kelly, William S., I, 360
Kenduskeag, II, 473
—— Bank, Bangor, II, 5
—— Bridge, I, 243
Kennard, E. S., II, 22
Kennebec Agricultural Society, I, 472-474
—— and Portland Railroad, I, 163, 584, 595
Kennebec County, I, 105, 112, 117, 120, 272, 278-279, 286, 339, 358, 360, 393, 412, 454, 479; II, 343-379
—— II, 343-379
—— cities, II, 346-364
—— outstanding features, II, 343-345
—— recreational facilities, II, 346
—— scenic and vista points, II, 345-346
—— towns, II, 364-379
—— township, II, 379
—— grant, the, I, 37
—— "Journal," I, 111, 144, 145, 147, 148, 181, 233; II, 41, 352
—— Lakes Region, II, 343-344
—— Light and Heat Company, I, 459
—— Purchase (formerly Plymouth Patent), I, 55, 154
—— II, 371
—— "Purchase, the Proprietors of the, from the late Colony of New Plymouth," I, 37
—— River, I, 1-3, 29, 31, 37-39, 43-46, 48, 51, 55, 64, 74-75, 84, 95-97, 336, 392, 402-403, 405, 429, 435, 445, 450, 452-453, 459-460, 464, 499, 505, 536, 573-574; II, 343, 351, 504, 512, 514, 525
—— Solon, (illus.), I, 84
Kennebec Valley, I, 10, 15
Kennebec Steamship Company, I, 584-585
Kennebunk, I, 237, 276, 362, 454, 550, 576; II, 589-591
—— Beach, II, 590
Kennebunkport, I, 28, 330, 550; II, 101, 591-592
—— Farm Buildings, (illus.), II, 591
Kennebunk River, I, 3, 39; II, 590
Kent, Edward, I, 154-155, 157-159, 162, 171, 174, 186, 189, 195, 200-201, 356-357
—— Hill School, I, 416
—— Island Scientific Station, I, 399
Kerr, John E., I, 305-306
Keyes, Camp, I, 287
—— Fibre Company, I, 462; II, 522
Kezar Falls, I, 434, 491
—— Woolen Mills, (illus.), I, 434
Kimball, Charles Frederick, II, 130
—— Charles P., I, 234, 236-237
—— Sumner Increase, II, 595-596
King, Cyrus, I, 108
—— Rufus, I, 83, 86, 107, 131-132, 137, 142, 181
—— William, I, 97, 105, 107-112, 118-119, 129, 133-139 passim, 151, 153-154, 188, 193, 203, 356, 603-604; II, 85, 262, 509
Kingfield, I, 108, 228, 230; II, 261-262
—— draft rioting, I, 230
King George's War, I, 52-57
King's Bench, Court of the, I, 46
—— Chapel, I, 415
"King's Highroad," the, I, 600-601
King Treaty, I, 84
—— William's War, I, 49-50; II, 242

Kinebequi River (see Kennebec)
Kirby, R. M., I, 609
Kittery, I, 1, 3, 16, 40-41, 49, 52, 56, 58, 322-323, 338, 363, 408-410, 423, 490, 509, 544, 561, 565-567, 602; II, 579, 592-595
—— historical landmarks, II, 592-594
Kiwanis Clubs, I, 82
Klein, John F., I, 307-308
Knapp, Archie, F., I, 359
Knights of Columbus, I, 271; II, 89
Knowlton, Ebenezer, I, 368
—— William S., I, 401
Know-Nothingism, I, 176, 192-195, 207, 267, 417
Knox, II, 544
Knox County, I, 110, 272, 286, 339, 358, 360, 448, 451; II, 380-402
—— city, II, 383-388
—— outstanding features, II, 380-381
—— plantation, II, 401-402
—— recreational facilities, II, 382-383
—— scenic routes, II, 382
—— towns, II, 390-402
—— wild land townships, II, 402
Knox, Henry, I, 77; II, 116, 381, 398
Kokadjo, II, 485
—— Lake, II, 485
Korea, war in, I, 271, 327-328
Kotzschmar, Hermann, II, 123-124, 127, 219
—— Memorial Organ, II, 127, 219
Krueger, Wallace, I, 326
Ku Klux Klan, I, 267
Kutusoff, the, I, 94
Kyte, Francis J., I, 311

Labor and Industry, II, 141-153
—— State Department of, I, 348, 453; II, 136, 148-150
Laboratory, Roscoe B. Jackson Memorial, II, 292-294
Labor conditions in early Maine days, II, 142-143
—— Maine, chart of 1949 accomplishments of, II, 149; nationalities represented in, II, 143
—— Party, I, 255
—— Unions, American Federation of Labor, list of, II, 150-152; Congress of Industrial Organizations list, II, 153; Independent, list of, II, 153; in Maine, II, 143-146; 1863-1864, in different states, table of, II, 144
—— U. S. Department of, II, 150
Lacasse, Arthur, I, 307
Lacharite, Bertrand A., I, 359
Lackee, Lewis H., I, 361
Laconia Company, the, I, 432
Lafayette Elm, Kennebunk, II, 591
—— Marquis de, II, 419, 591
LaFollette, Robert M., I, 267
La Grange, I, 596; II, 474
Lakewood Summer Theatre, II, 514
Lamoine, II, 313
l'Amours, Charlotte, I, 45
Lane, George W., Jr., I, 321
Langlois, Arthur A., I, 306
La Rerte Reserve area, I, 294
Larger Parish Council, I, 421
Larrabee, Benjamin T., I, 359
Lassiter, William L., I, 306
Law Books and libraries, II, 56-58
Lawrence, Abbot, I, 174
La Tour, Charles de, I, 44
—— Madame, I, 44
Latter-day Saints, I, 419
Lausier, Louis B., I, 322; II, 584
Lawry, William E., I, 284
Lear, Ben, I, 326
Leavitt, Fred N., I, 362
—— Ralph A., I, 358
Lebanon, I, 338, 362; II, 595-596
Lebroke, James H., I, 222
Lecompton Case, the, I, 210
Lee, I, 361; II, 474
Leeds, I, 225, 410; II, 163
Lee Higginson & Company, I, 314
—— Jesse, I, 411
—— Robert E., 223-226
Le Ferte, I, 290
Legal Examiners, Board of, II, 54
—— practice affected by the automobile, II, 54-55
Legislature (Constitution), I, 126-128, 129
—— Maine State, I, 137-220 passim, 231-271, 273-274, 316-322 passim, 337, 339-362 passim, 364, 367-368, 371-372, 465, 473-475, 480, 494, 496, 504-505, 532, 537-538, 558-559, 561, 578, 587, 593, 604-606; II, 1, 5-7, 9-10, 19, 48-56 passim, 62, 64, 78, 97-98
Leland, John W., I, 559
Letourneau, Raymond J., I, 362
Levant, II, 474
Leverett, John, I, 355
Levett, Christopher, I, 36
Lewis, John L., I, 320
Lewiston, I, 161, 228, 276, 284, 306-322 passim, 358, 374, 393-396, 410, 413, 417, 432, 434-435, 437, 459, 461, 559, 561, 576, 601; II, 160-162
Lewiston and Auburn Electric Company, I, 457
—— First National Bank, II, 6
—— "Journal," the, I, 235, 237
Lewis, W. K., and Brothers, I, 443
Lexington and Concord, Battle of, I, 59-60
Libby, Albert E., I, 306
Liberator, the, Garrison establishes, I, 181
Liberty, I, 361; II, 544-545
Liberty Loans, I, 271, 314
—— Mutual Insurance Company, I, 321
—— Party, I, 186
Libraries, College, II, 120
—— leading Maine Public, table of 1946 volume, circulation and income, II, 119
—— Maine, II, 116-120
Library Association, Maine, II, 118
—— Baxter Memorial, Gorham, II, 235
—— Cutler Memorial, Farmington, II, 260
—— development, II, 116-120
—— Maine State, I, 352
—— II, 119-120
—— Walker Memorial, Westbrook, (illus.), II, 106
Ligonia, Province of, I, 36
Lime, I, 450-452
Limerick, II, 596
Limestone, I, 359, 596; II, 191-192
Limington, I, 410; II, 596

Lincoln, I, 361, 431, 451, 603, 608; II, 474-475
Lincoln, Abraham, I, 212-214, 217, 219-220, 230, 233; II, 306, 425
—— Benjamin, I, 77
—— Enoch, I, 142-143, 145-146, 149-150, 170, 356
—— Isaac, I, 188; II, 64
—— Levi, I, 114, 356
Lincoln County, I, 67, 86, 99, 101, 103-104, 119, 272, 286, 337, 339, 358, 360, 448, 571
—— II, 403-420
—— outstanding features, II, 403-407
—— plantations, II, 419-420
—— recreational facilities, II, 408
—— scenic routes, II, 407-408
—— towns, II, 408-419
Lincoln-Douglas debates, I, 212
Lincolnville, II, 545
Lingayen Gulf, I, 325
Linneus, I, 251, 609; II, 192
Lions Clubs, II, 82
Little, Clarence Cook, II, 292, 294
Littlefield, Daniel, I, 67-68
—— Truman I., I, 362
Liquor law violators, imprisonment for, I, 231
—— sale, illegal, imprisonment for, I, 190
Lisbon, I, 359, 433; II, 163
Lisbon Falls Fiber Company, I, 430
Litchfield, II, 367
Literary and Theological Institution, Maine, (see Colby College)
—— development, II, 111-113
Literature, II, 99-116; (Constitution), I, 128-129
—— and library development, II, 99-120
Little Androscoggin River, I, 428; II, 158
—— Big Wood Lake, I, 572-573
Little Rock and Fort Smith Railroad scandal, I, 238
Littleton, II, 192-193
Livermore, I, 213, 359, 412; II, 163
—— Falls, I, 275; II, 164
Loan agencies, small, II, 25-26
—— and Building Associations, II, 22-25
—— and Building Associations, Maine League of, II, 22, 25
—— and Building Associations, tables of statistics, II, 24
—— and Building Associations, U. S. League of, II, 25
—— and Building Companies in 1950, table of Maine, II, 31-32
—— Companies in 1950, table of Maine, II, 32
Lobster and Seafood Festival, Maine, at Rockland, I, 575
—— II, (illus.), 381, 386
Lobsters, I, 529-535, 610
Locke's Mills, II, 425, 437
Logan, John Alexander, I, 246
London Company, I, 28, 33, 35, 335
Longfellow, Henry Wadsworth, I, 88, 385-386; II, 114, 122, 132, 223, 306
—— Stephen, Jr., I, 91, 101, 338
Long Lake, Naples, (illus.), I, 252; II, 571
Lord, Charles H., I, 369
—— Henry, I, 398
—— Philip H., I, 360
—— Samuel, I, 262
Lorimer, George Horace, II, 102
Loring, Emilie, II, 302
Lotteries, I, 115
Louisburg, Cape Breton, I, 52-53, 55-57; II, 247
Louis IV of France, I, 49
—— XIII of France, I, 404
Lovejoy, Elijah Parish, I, 183; II, 363
Lovell, II, 439
—— Solomon, I, 67-70
Lovely, Orin H., I, 359
Lovewell's fight, I, 143; II, 435-436
Lowell, II, 475
—— John, I, 180
Low, John, I, 338
—— Nathaniel, I, 338
—— Seth, I, 360
Lubec, I, 527, 548, 550, 574; II, 567-568
Luce, Nelson A., I, 373
Ludlow, II, 193
Ludwig, Raymond E., I, 360
Lundy, Benjamin, I, 181
Lundy's Lane, I, 98
Lutherans, I, 419
Luzon, I, 324-325
Lyman, I, 330-362
—— II, 596-597
—— Isaac, I, 409
Lyon, James, II, 121

Maccabees, The, II, 89
MacFarlane, Will C., II, 127
Machias, I, 15, 43, 63, 65, 93, 96, 115, 184 204, 228, 239, 320, 371, 381, 454, 590, II, 17, 121, 568
—— Bay, I, 3; II, 555
—— Committee of Correspondence, I, 63
—— fight, I, 63-65; II, 555
Machiasport, I, 361, 548; II, 569
Machias River, I, 570, 572; II, 174, 555
MacKaye, Benton, I, 574
MacKenzie, Frank A., I, 576
Mackerel and Lobster Fleet, Cape Porpoise, (illus.), I, 530
MacMillan, Donald B., II, 234
Macomber, John H., I, 359
Madawaska, I, 167, 169-173; II, 173, 193
—— persecution of, I, 169-173
—— Training School, I, 371, 381
Madison, I, 289, 320, 361, 431; II, 524
—— James, I, 85, 164
Madockawando, I, 45; II, 305
Madore, John P., I, 359
Madrid, II, 262
Magaguadavic River, I, 76-77, 79
Maguire, William J., I, 358
Maher, James C., I, 576
Maine bill, I, 130-133
—— Central Institute, I, 394, 413
—— Central Railroad, I, 216, 270, 303, 392, 485, 523, 555, 558, 585, 593, 595-599, 601; II, 27, 445
——Cotton and Woolen Factory Company, I, 432
—— Craftsmanship, (illus.), II, 570
—— "Democrat," the, I, 150
—— destruction of the, I, 258-259

—— "Farmer," the, I, 398, 474
—— Shipbuilding and Shipyards, (illus.), II, 142
—— the "Front Dooryard of our Country," I, 555
—— the Nation's Playground," I, 555
—— Victoria Mansion, Portland, (illus.), II, 20
—— Wildlife, (illus.), I, 566
—— Woods, In The," I, 555
—— Woods, The," I, 553
Maja Bigaduce (now Castine), I, 66
Manchester, II, 368
—— Stephen W., I, 307
Manila Bay, I, 259
Manly, Joseph H., I, 257
Mansion House, Poland Spring, II, 166
Manufacturers' and Traders' Bank, Portland, II, 5
Maple Syrup Time in Maine, (illus.), I, 524
Mapleton, II, 194
Marble, John B., I, 555
—— Sebastian S., I, 251, 357
Marcheville, I, 297
March, Richard C., I, 359
Mariaville, II, 314
Marie Antoinette, II, 404, 413
"Marie Antoinette House," II, 413
Marine Corps, Maine Men in the, I, 225, 228-229, 271, 278, 303
—— Museum, Penobscot, II, 536, 548
—— worms, I, 543-544
Maritime Academy, Maine, Castine, (illus.), I, 366, 381; II, 283, 307
—— Commission, U. S., II, 386
—— Provinces, I, 65
Market Gardening, I, 494
Marr, Vernon W., I, 311
Marshall, Frank D., I, 567
—— Fred W., I, 357
—— John, I, 152
Marshfield, II, 569
Mars Hill, I, 166, 608; II, 194-195
Mars-la-Tour, I, 309
Marston, George W., II, 124
Martin, Burleigh, I, 317
—— Claude L., I, 359
—— Marion E., II, 148
—— Robert, I, 360
Masardis, II, 195-196
Masonic groups, present officers of, II, 85-87
Mason, John, I, 30, 35, 405, 456, 476, 498-499
—— John Young, I, 197
Mason Station, Wiscasset, I, 463
Masons, the, I, 176, 177
Massabesic Experimental Forest, a National Forest Service project, II, 586, 588, 597
"Massachusetts," I, 180
—— Agricultural Repository," I, 473
Massachusetts Bay Colony, I, 40, 46, 161, 249, 253, 354
—— Bay Company, I, 36
—— becomes a province, I, 46
—— Colony of, I, 48
—— Congress, I, 63
—— Historical Society, I, 89
—— Institute of Technology, I, 387
—— move to annex Maine, I, 40-42, 336-338
—— Provincial Congress, I, 85
—— Title, I, 42-43
Masse, Enemond, I, 31-32; II, 314, 320
Masterman, Ralph C., I, 576
Mather, Cotton, I, 48, 409-410; II, 59-60
Mattawamkeag, I, 597, 609; II, 475
—— River, I, 573, 609; II, 174
Maxfield, II, 475
Maxim, Abraham, II, 122
Maxwell, Robert W., I, 360
Mayall, John, I, 433
Maynard, Hosea B., I, 502
Mayo, Walter J., I, 287
McCarthy, George E., I, 306
—— Joseph Edward, I, 418
McClanethan, William, I, 410
McClary, Andrew, II, 594
McClellan, George Brinton, I, 219, 221, 226
McCobb, Samuel, I, 67, 68
—— William, I, 338
McCrate, John D., I, 99
McCulloch, Hugh, I, 220
McDonald, Moses, I, 209
McGlauflin, Clifford E., I, 359
McIntire, Rufus, I, 155, 158, 172
McIntyre, Bertrand G., I, 266
McKean, B. Walker, I, 475
McKechnie, John, II, 62
McKeen, Joseph, I, 384-385
McKinley Tariff of 1890, I, 257
—— William, I, 225, 254, 256-259
McKusick, Carroll L., I, 358
McLane, Alexander, I, 410
McLean, Ernest L., I, 269
—— Francis, I, 66
McLellan, Joseph, I, 338
McNelly, Leon E., I, 308
McNulty, J. M., I, 465
Meade, George Gordon, I, 224
Mechanic Falls, I, 428; II, 164-165
Meddybemps, II, 569-570
Medical and health organizations, II, 77-78
—— Association, American, I, 284; II, 75
—— Associations, County, II, 64
—— Associations, Maine, II, 64-65
—— Corps, Army, I, 284
—— School of Maine, I, 262; II, 63, 69-70
—— Schools, American, Association of, I, 393
—— Schools, Maine, II, 69-70
—— Section, National Guard Reserve, I, 276
—— Society Library, Maine, at Portland, II, 70
—— Society, Lincoln County, II, 62
—— Society, Maine, II, 62
—— unit, Quartermasters Department, I, 276-277
Medicine, early days of, II, 59-62
—— public health and hospitals, II, 59-79
Medomak Bank, Waldoboro, II, 5
—— River, I, 451; II, 416
Medway, I, 361, 503; II, 475-476
Mellen, Prentiss, I, 154; II, 122
Mercer, I, 126; II, 524
Merchant Marine, beginning of American, I, 29
Merchants' Bank of Bangor, II, 6-7
Merrill, II, 196

—— John F. A., II, 12
—— Katherine Hill, II, 352
—— P. S., I, 276
—— Samuel, I, 338
—— Trust Company, Bangor, II, 7, 11, 17
Merrimac River, I, 35, 405
Messalonskee Electric Company, I, 458
—— River, I, 458, 464
Methodist Review, the, I, 412
Methodists, I, 411-412, 421, 424
Metjarmette portage, I, 175
Metz, I, 296-297
Meuse-Argonne drive, I, 296-299
Meuse, the, I, 298, 308
Mexico (town), I, 360; II, 439
Mexico, war with, I, 198, 226, 325, 582
Mica Mine, North Waterford, (illus.), II, 450
Michaud, Samuel G., I, 359
Middlesex Canal, I, 115
Middle West Utilities Company, I, 436, 459, 461-462
Milbridge, II, 570
Miles, Nelson Appleton, I, 259
Milford, I, 505; II, 476
Military Road, the, I, 608-610; II, 186, 190
Militia, Maine, I, 128, 161, 220, 226, 243, 245, 273, 275
—— Naval, Maine, I, 275
Millbridge, I, 542, 548
Miller, Alonzo Q., I, 557
—— James L., I, 308
—— William, I, 413
Millerites, I, 419
Milliken, Carl E., I, 264-266, 273, 275, 277, 285, 287, 302, 357
Millinocket, I, 358, 361, 431, 609, 614; II, 476
Mills, John, I, 174
Milo, I, 289, 321, 596; II, 17, 487, 493
Mining, I, 13; II, 171, 190, 428
Minot, II, 165
Missionaries, French Jesuit, I, 15, 51; II, 360, 526
Missionary Societies, Women's, I, 420-421
Missionary Society, Maine, I, 413, 420
"Miss Maine" annual contest, Skowhegan, II, 527
Missouri Compromise, I, 132-133, 181, 205-206
—— question, I, 130-133
Mitchell, David, I, 338
—— John, I, 76-80
—— Jonathan, I, 67-68, 70
Moffatt, Elizabeth Deering, I, 361
Monhegan, I, 16, 28, 45, 403, 526
Monmouth, I, 105, 411, 482; II, 368-369
Monroe, II, 545-546
—— Doctrine enforced, I, 252
Monson, I, 573, 596; II, 493-494
Montcalm, Louis Joseph St. Veran, Marquis de, I, 56
Montigny le Roi, I, 301
Montpelier, I, 398-399
Montreal, I, 49-51, 57, 112
Monts, Sieur de, I, 31-32, 73, 75-76, 81, 403; II, 557
Montville, II, 546
Moody Memorial Chapel, (illus.), II, 522
—— Samuel, I, 409; II, 221
Moonlight on the Maine Coast, (illus.), II, 403
Moore, John, I, 66, 69
—— W. B. S., I, 199, 209
Moosehead Lake, I, 2, 9, 10, 92, 460, 503, 505, 516, 554-555, 573, 575, 598; II, 484, 514
—— and Greenville, Approaching, (illus.), I, 92
Moose Island, I, 83-85, 93; II, 558
Mooselookmeguntic Lake, I, 555
Moose River, I, 2, 12, 460, 573; II, 517
—— Plantation, I, 361
Moral Society of Tythingmen, Bangor, I, 420
Moran, Edward C., Jr., I, 269-271, 316-317; II, 386
Morehouse, George, I, 169-170
Morneault, George E., I, 359
Morrill, I, 358; II, 546
—— Act, I, 396
Morrill, Anson P., I, 204, 206-208, 242, 357
—— Charles S., I, 443
—— John A., I, 284
—— Lot M., I, 204, 210-213, 232, 234, 236, 239, 243-244, 357; II, 48, 146
—— William, I, 405
Morris, Charles, I, 76
—— Edward, I, 373
Morse, E. S., I, 387
—— Freeman H., I, 198
Moscow, II, 525
Moses, Galen C., I, 236; II, 119
Motor Transport Unit, Quartermaster Reserve Corps, I, 275
—— Truck Company, 303rd, I, 309-310
Motto (State of Maine), I, 14
Moulton, Johnson, I, 59
—— Reuel O., I, 360
Mountains and mountain peaks, I, 5
Mount Blanc, the, I, 275
—— Blue, II, 255
—— Desert, I, 227, 323, 404, 550, 555; II, 314-317
—— Desert Island, I, 3, 31-33, 282, 509-510, 526, 554; II, 281-282, 290-291, 294-301, 316, 326; Desert Island fire, I, 509-510; II, 293, 298-301, 316; Desert Island, Jordan Pond, with "The Bubbles" and Pemetic Mountain in the Background, (illus.), II, 282
—— Katahdin from Togue Pond, (illus.), I, 68
—— Kineo House, Moosehead Lake, I, 554-555
—— Megunticook and Mt. Battie from Camden Harbor, (illus.), I, 46
—— Vernon, II, 369-370
Mousam Falls, I, 499
—— Lake, II, 580, 600
Mower, Irving B., I, 416
"Mugwumps," I, 249
Munda Airfield, I, 324-325, 327
Municipal Association, American, II, 93-94
—— Association, Maine, I, 384; II, 96
Munson, Henry C., I, 240
Murchie, Harold H., II, 50
Murphy, Joseph H., I, 276
Murray, David, I, 338
—— John, I, 410

—— John Gregory, I, 418
Museum, Baxter Memorial, II, 236
Music, II, 121-128
—— Clubs, Maine Federation of, II, 127-128
—— Clubs, National Federation of, II, 128
—— composers, early Maine, II, 122
—— festivals, Maine, II, 125
—— notables summering in Maine, II, 128
—— organizations, II, 122-128
"Music and Musicians of Maine," II, 121
Musical figures, outstanding Maine, II, 124
Muskie, Edmund S., I, 360
Musquacook Mountain, I, 5; II, 175
Mussels, I, 542
Mussenden, W. B., II, 21

Naming the new state, I, 120-121
Nadeau, Napoleon L., I, 362
Nahra, John J., I, 361
Nairn, William W., I, 307
Naismith, James, II, 243
Nantucket Sound, I, 28
Naples, II, 239-240
—— Blossoms at Long Lake, (illus.), II, 240
—— hotels, sporting camps, beaches, II, 239-240
Narraguagus River, I, 570; II, 555
Nasson College, II, 580, 600
Nasson, Samuel, I, 338
National Guard, Maine, I, 273-275, 278, 284, 287, 327, 510
—— Guard Reserves, I, 278
—— Recovery Administration (NRA), I, 319
Native Americanism (see Know-Nothingism)
"Nautilus," the, I, 66-67; II, 304
Naval Board at Boston, I, 67
—— Reserve, I, 260; II, 579
Navy, Maine men in the, I, 225, 228-229, 260, 271, 278, 303, 323
Nazarenes, I, 219
Neal, James, I, 338
Negroes, I, 177-186, 192-210 passim, 212, 214, 216, 230
Negro slavery officially recognized, I, 180
—— suffrage, I, 125, 230
Nelson, Lyman H., I, 605
"Nepsco," (see New England Public Service Company)
Neufchatel, I, 288
Nevin, Ethelbert, II, 302
New Brunswick, I, 1-2, 6, 64-65, 74, 77-78, 80, 82-83, 93, 163-167, 169-173, 175-176, 270, 331, 335, 471, 590, 595, 608-609
—— separated from Nova Scotia, I, 78
Newburg, II, 476
Newburyport, I, 411, 603
—— Turnpike, I, 603
New Caledonia, I, 326
Newcastle, I, 36, 338, 581; II, 414
Newcomen Society of England, The, I, 443
—— Thomas, I, 443
New Deal, the, I, 319
Newell, William Stark, I, 438, 462; II, 27, 504
New England, Council for (or of), I, 35-36, 38-39, 335-336
—— Industries, Inc., I, 435, 461-462
—— Information Bureau, I, 556
—— Public Service Company, I, 436, 459, 461-463
Newfield, I, 158, 330; II, 597
Newfoundland, I, 15, 403, 450, 526-527, 533
New Gloucester, I, 91, 338, 412, 439; II, 241
—— Shaker settlement, II, 241
New Guinea, I, 324
"New Hampshire Patriot," the, I, 130
New Harbor, I, 36, 531
New Limerick, I, 359; II, 196
Newman, Samuel Phillips, I, 386
New Orleans, Battle of, I, 93
Newport, I, 321, 479; II, 476-477
New Portland, II, 525
Newry, II, 439
New Sharon, I, 188, 359; II, 262-263
New Somersetshire, I, 38, 336
Newspapers, early Maine, II, 234-238
—— Maine, II, 34-43
New Sweden, II, 196
New Vineyard, II, 263-264
Nichols, Ichabod, I, 415
Nobleboro, I, 36, 91, 358; II, 414
Noble, Seth, II, 121; II, 461
—— W. Clark, I, 339; II, 348
Non-Intercourse Act, I, 90
Nopple, Harry C., I, 306
Nordica Homestead in Farmington, The, (illus.), II, 126, 250
—— Lillian, II, 125, 250, 260
—— Memorial Association, II, 125, 260
Normal Schools, State, Aroostook, I, 371, 381; II, 176; Castine, I, 371; Farmington, I, 371; Gorham, I, 371, 381; Washington, I, 371, 381
Norridgewock (formerly Naranstook), I, 51-52, 361, 404-405; II, 514, 525-526
Norsemen (or Northmen, or Vikings), I, 23-24; II, 505
North Anson, I, 75, 558-559; Countryside, (illus.), I, 75
—— Auburn, I, 439
—— Bank of Rockland, II, 6-7
—— Berwick, I, 411; II, 597
Northeast Airlines, Inc., I, 611; II, 328
Northeast Harbor, the Famous Summer Resort of, (illus.), II, 296, 315-317
Northeastern Interstate Forest Fire Protection Compact, I, 510
Northern Banking Company, II, 16
—— Maine Junction, I, 596
—— National Bank of Presque Isle, (illus.), II, 11
Northfield, II, 570
North Haven, II, 395-396
—— Kennebunkport, I, 330, 509; II, 598
Northport, II, 546-547
"North," the, I, 66-67
North Twin Lakes, I, 504
—— Yarmouth, I, 58, 91, 338; II, 241-242
Norumbega, I, 215, 553; II, 459
Norumbegue River (see Penobscot), I, 31
Norway, I, 284, 360, 369, 412, 429, 430, 559; II, 439-441; famous personages from, II, 441
Nourse, Amos, I, 209

Nowell, Gerald G., I, 361
Noyes, Malcolm P., I, 358
NRA Parade in Portland, I, 319
Number 9 Mountain, I, 3; II, 175
Nursing Association, District, Bangor, II, 71-72
—— Maine General School of, Maternity Services and Infant Care Are Part of the Program of the, (illus.), II, 72

Oakfield, II, 197
Oak Grove School, Vassalboro, II, 374, (illus.), 375
—— faculty and students of, II, 375
—— outstanding principals of, II, 374
Oak Hill (mountain), I, 3; II, 174
Oakland, I, 457-458, 546; II, 370-371
—— Buzzel Forge, I, 546
—— Electric Company, I, 457-458
Oakes, Raymond S., II, 50
O'Brien, Jeremiah, 64
Ocean Bank, Kennebunk, II, 6
Oceanographic Institution, Woods Hole, I, 538
O'Connell, William, I, 417
O'Connor, William J., I, 276
Odd Fellows, Independent Order of, II, 87-88
O'Dell, John M., I, 361
Ogunquit, II, 579, 602
"Ohio Fever," I, 114
Old Cumberland Oxford Canal, Windham, (illus.), I, 589
—— Fort Edgcomb, Wiscasset, (illus.), I, 61
—— Orchard Beach, I, 3, 265-266, 311, 362, 554-555, (illus.), 575, 601; II, 580, 598
—— South Church, Bath, I, 193
—— Speck (mountain), I, 5, 574; II, 426
—— Town, I, 15-16, 18, 20, 241, 361, 402, 409, 430, 502-503, 505, 575, 596; II, 17, 465-466
—— Town Canoe Company's 18-Foot Guide Model in Manufacture, (illus.), II, 465
—— Town Indian Reservation, I, 18; II, 466
—— Town Island, I, 18, 20
Onawa, Lake, II, 486
"One That Didn't Get Away Club," I, 569
Orange River, I, 570
Oregon Treaty, I, 198
O'Reilly, Martin, I, 308
Organists, American Guild of, II, 127
Organizations, Business and Trade, list of Maine, II, 80-81
—— miscellaneous, II, 89-90
—— state-wide, 80-90
Orient, II, 197-198
Original Church of God, I, 419
Orion, the, and its ice cargo, I, 452
Orland, I, 280; II, 317
—— Part of Village of, (illus.), I, 280
Orono, I, 213, 361, 375, 396, 474, 495, 502, 505; II, 17, 477
—— Chief, I, 45
—— Pulp and Paper Company, I, 430
Orrington, II, 477-478
Orr's Island, Cobwork Granite Bridge, (illus.), II, 213
Osgood, Joshua K., I, 247
Otis, II, 317-318
—— Harrison Gray, I, 114; II, 243
—— John, I, 174
—— Falls, I, 429
—— Falls Pulp Company, I, 429
Otisfield, II, 242-243
Otis House, Belfast, (illus.), I, 141
Our Lady of Mercy College, I, 418
Outdoor Writers' Association of America convention, I, 575
Owl's Head, II, 396
Oxford, II, 441-442
Oxford County, I, 1-2, 13, 97, 112, 120, 142, 200, 273, 279, 286, 339, 358, 360, 431, 454, 467, 479, 509-510; II, 421-453
—— outstanding features, II, 421-427
—— recreational facilities, II, 429-430
—— scenic routes and vistas, II, 427-428
—— towns, II, 430-450
—— townships and plantations, II, 450-453
—— Loan Association, II, 16
Oxford Paper Company, I, 320; II, 422, 445-446
Oxnard, Thomas, I, 415

Pacific Theater, the, I, 324-325
Packard, Alpheus Spring, I, 367, 386
Paddock, Laura, II, 138
Pagan, Robert, I, 81
Page, Nelson & Son, Inc., Mechanic Falls, One of the Wood Product Specialties of, (illus.), II, 165
—— Rufus K., I, 452
Paine Incense Company, Lewiston, Fir Balsam Products of the, (illus.), II, 161
—— John Knowles, II, 123, 125
Painters, prominent Maine, II, 130-132
Painting and Sculpture, Skowhegan School of, II, 129
Paleozoic Era, I, 8
Palermo, II, 547
Palmer, Linwood, E., Jr., I, 358
Palmyra, II, 526
Panama Canal, I, 253
Pan-Americanism, I, 253
Panic of 1837, I, 155; II, 5-6
Paper and pulp, I, 425-431
—— -credit scandal, I, 229-230
Paragon Button Corporation, Waldoboro, Fine "Pearl" Apparel Buttons Made at the, (illus.), II, 416
Parents and Teachers, Maine Congress of, I, 384
Parent, Henry J., I, 360
Paris, I, 142-143, 360, 429, 474; II, 425, 442-443
—— France, I, 289, 292
—— Hill, Oxford County, Countryside West from, (illus.), I, 34, 199
—— Manufacturing Company at South Paris, Ski Department of the, (illus.), II, 449
—— Peace of, I, 57
—— Treaty of, I, 73, 75-76, 79-80, 83
Parker, Clarence W., I, 361
—— F. W., I, 311
Parkhurst, Frederic H., I, 266, 357
Parkman, I, 358, 380; II, 494
Park, Acadia National, II, 281-282, 290-

291, 294-297, 299-301, 315, 321-322, 329
—— Aroostook State, II, 172, 176
—— Baxter State, (illus.), I, 100, 573; II, 457, 487, 500-501
—— Bradbury Mountain State, II, 210
—— Camden Hills State, II, 391
—— Capitol (also State), II, 348
—— Fort Knox State, II, 547
—— Mt. Blue (State), II, 251, 268
—— Mt. Katahdin State, I, 266
—— Reid State, II, 503, 511
—— Sebago Lake State, II, 211
—— St. George State, II, 537
Parks, Gorman L., I, 155, 157-158
Parliamentary Procedure, Reed rules of, I, 254
Parris, Albion Keith, I, 105, 110-111, 112, 124, 125, 139, 140, 142, 150, 206, 356; II, 223
Parsonsfield, I, 91, 155, 158, 362; II, 599
—— Seminary, I, 393
Parsons, Jonathan, I, 411
—— Memorial Library, Alfred; Gift of Descendants of William Parsons, (illus.), II, 117, 585
Partridge, George, I, 77
—— J. Frank, I, 465
Passadumkeag, II, 478
Passamaquoddy, I, 77, 409
—— Bay, I, 2-3, 31, 75-78, 82-85, 90, 104, 107, 164, 402; II, 404, 552
—— Bay Commission, I, 98
—— (now St. Croix) River, I, 76, 78
—— tidal power project, I, 471; II, 552-553, 559
Patents, First Agamenticus (or York), I, 335
—— First Kennebec, I, 335
—— Lygonia or Plough, I, 36, 39, 121, 335-336
—— Pemaquid or Sagadahoc, I, 335-336
—— Second Kennebc, I, 335
—— to Planters at Saco, I, 335
—— Waldo (or Muscongus), I, 36, 335, 523
—— II, 398
Patriots, the, I, 58-60, 65
Pattangall, William R., I, 267, 269; II, 50
—— Mrs., I, 269
Patten, I, 264; II, 478
—— George F., I, 209
Patterson, Levi T., I, 359
Pattison, Robert E., I, 391
Payne, Frederick G., I, 322, 357, 561, 576; II, 97
Pearl essence industry, II, 559-560, 567
—— Harbor, I, 214, 259, 322, 463
—— Raymond, I, 482
Pearson, Moses, II, 247
Peary, Robert E., I, 387, 577; II, 329, 423
Peas and string beans, I, 488-489
Peavey, Joseph, I, 502
Pechham, Samuel F., I, 396
Peck, B. D., I, 211
Pedagogical Society, Maine, I, 374
Pelletier, Lawrence Lee, II, 96
Pemadumcook Lake, I, 9, 574; II, 487
Pemaquid, I, 16, 45, 49-50, 74, 409
Pembroke, II, 570-571
Penacook Falls, II, 444
Pendexter, Hugh, II, 425, 441
Pennell bill, the, I, 341
—— William M., I, 341
Pennesseewassee, Lake, II, 440
Penobscot, I, 265, 490; II, 318-319
—— Bay, I, 3, 15, 45, 104, 531; II, 318, 391, 535
Penobscot County, I, 1, 3, 120, 138, 155, 167, 273, 276, 278, 286, 339, 358, 360-361, 431, 454, 479, 485; II, 454-483
—— cities, II, 459-466
—— outstanding features, II, 454-458
—— plantations, II, 479-482
—— recreational facilities, II, 459
—— scenic routes, II, 458-459
—— towns, II, 456-479
—— wild land townships, II, 482-483
Penobscot Indian Pageant, I, 575
—— Log Driving Company, I, 504-505
—— Lumbering Association, I, 504-505
—— Marine Museum, Searsport, (illus.), II, 548
—— River Bridge, Bucksport, (illus.), I, 178
—— River, I, 1-2, 5, 15, 18, 28, 31-33, 43-45, 65, 75, 93-95, 98, 225, 429, 450, 453-454, 499, 502-507, 553, 570, 572-573; II, 454, 456, 461, 467, 514, 535
—— River Valley, I, 15, 490
—— The, I, 44, 87, 96
Pentacostal Assemblies of the World, I, 419
Pentagoet, I, 44-45; II, 305
—— River (see Penobscot), I, 31, 44
People's Bank, Waterville, II, 6
"People's Convention," I, 216
Pepperellboro (later, Saco), I, 71, 120, 338
Pepperell Manufacturing Company, I, 432; II, 579, 583
—— Sir William, I, 52-56, 180; II, 51, 592-594
Pepper, George D. B., I, 392
Percy Tackle Company, Portland: Trout Flies Being Finished at, (illus.), II, 217
Perham, II, 198
—— Sidney, I, 235, 236-237, 357
Perkins, Edward H., I, 7
Perley, Samuel, I, 338
Perry, II, 571
—— William L., I, 360
Pershing, John J., I, 293, 300-301
Peru, II, 443-444
Peter Dana's Point, I, 16, 21
Peterson, David A., I, 360
Petri, Frederick, II, 63
Petuaquine (Pemaquid), I, 74
Phi Beta Kappa Society, I, 393
Philbrook, Daniel, I, 185
—— E. E., I, 475
—— E. S., I, 284
—— Frank W., I, 359
Philippines, the, I, 259, 325
Phillippe, John E., I, 308
Phillips, II, 264
—— Lawrence D., I, 360
—— William, I, 499
Phippsburg, II, 511
Phipps, Sir William, I, 47-49, 50, 52, 55, 355; II, 503
Phips, Spencer, I, 355-356
Physical features, Maine's, I, 1-14

"Pide Cowe," the, I, 456
Pierce, Franklin, I, 202-203, 386
—— Frank M., I, 360
—— Leonard, I, 400
Pier, Maine State, I, 331, 587-589
Pierre, Leo S., I, 358
Pilgrims, I, 30, 35, 37, 43, 413, 445, 498
—— Landing of the, I, 35
Pillsbury, Eben F., I, 204, 206, 230, 231-232
Pine Log (Maine) Before Processing, the Pine Tree Products Company at Belfast, (illus.), I, 511
Piper, Horace, I, 368
—— N. D., I, 185
Piscataqua River, I, 1, 3, 38-39, 41, 51, 336, 456, 476, 498-499, 574; II, 233, 486, 491
Piscataquis Community High School, I, 380
Piscataquis County, I, 1-2, 5, 166, 273, 280, 282, 286, 339, 358, 361, 479; II, 484-501
—— east central, II, 501
—— northern, II, 499-501
—— outstanding features, II, 484-487
—— recreational facilities, II, 488-489
—— scenic routes, II, 488
—— towns, II, 489-495
—— townships and plantations, II, 495-497
—— west central, II, 498-499
Pitcher's Brook, I, 94
Pittsfield, I, 361, 393-394; II, 526
—— Poultry Company, I, 482
Pittston, I, 452; II, 371-372
—— Dearborn's Wharf, I, 452
—— Farm, Kineo, I, 516
Place names derived from the shipping industry, I, 499
Plaisted, A. H., II, 21
—— Frederick W., I, 263-264, 357
—— Harris M., I, 246, 247, 357; II, 15
—— Roger, I, 499
Planning Board, Maine State, I, 1
Pleasant Point, I, 16, 20-21; II, 571
—— Lake, II, 580
—— Mountain, II, 228, 556
—— River, I, 504, 570; II, 555
Plummer, Percy F., I, 359
Plymouth, II, 478
—— Colony, I, 37, 43, 536
—— Company, the, I, 28-31, 33-34, 36, 335; II, 353
—— England, I, 28, 30, 39
—— Mass., I, 35, 167, 225
Poetry and poets, Maine, II, 113-116
—— magazines, Maine, II, 116
Poinsett, Joel Roberts, I, 161
Poland, I, 91, 262, 412, 576; II, 157, 165-166
—— Spring, I, 263, 557; II, 157, 166
—— Spring House, I, 263, 556, (illus.), 557; II, 22, 157, 166
—— Spring Water, I, 556; II, 157, 166
Police, Maine state, I, 510, 606
Political leaders develop, five outstanding, I, 105
—— organizations, II, 83
Politics—1920-1928, I, 266-271
Polk, James K., I, 196-198; II, 350
Pomological Society, State, I, 474, 491
Pond, Samuel M., I, 182, 188
Pontiac, Chief, I, 48
Poor, John A., I, 593
Popham Beach, I, 29, 403, 538
—— George, I, 29-30
—— Sir John, I, 28-30, 335
Population (Maine), I, 14, 271
Populist Party, I, 258, 262
Portage, I, 613; II, 198
—— Lake, II, 198
Port Authority, Maine, I, 587-588
Porter, II, 444
Portland, I, 14, 36, 39, 41, 58-60, 87-88, 92, 95, 97, 126, 129, 226-227, 230, 275-276, 278-279, 282, 284, 286-287, 303, 306, 309, 311, 313-315, 322-323, 325, 327, 331, 338-339, 341, 369, 386, 402, 409-413, 415, 417-418, 423, 428, 441, 450, 454-455, 463, 485, 494, 528, 531, 543, 548, 557, 559, 565, 567, 576, 586-589, 591-592, 598-599, 614; II, 7-8, 25, 215-224
—— Academy, I, 365
—— and Environs, High Altitude View of, (illus.), II, 216
—— & Rumford Falls Railway, I, 597
—— buildings of importance, II, 222-223
—— Central Labor Union, II, 145
—— Chamber of Commerce, II, 220
—— Convention, the, I, 117-118
—— early history of, II, 220-221
—— Evening Express, the, II, 220
—— famous "native sons," II, 223-224
—— Fire Department, I, 331
—— First Church of, I, 119, 415
—— First Portland National Bank, II, 1-2, 6, 11-12, 27, 218
—— Gas Light Company, II, 219
—— Glass Company, II, 137, 144
—— Harbor, (illus.), I, 268
—— Head Light, Cape Elizabeth, (illus.), I, 19; II, 231
—— liquor riot, I, 207-208
—— Lodge, History of, I, 177
—— Monument Square, (illus.), II, 212
—— Municipal Airport, (illus.), I, 612; II, 217
—— Municipal Golf Course, (illus.), II, 218
—— Mutual Loan and Savings Association, II, 22
—— Packing Company, I, 443
—— Patriot, the, 145
—— Port of, Authority, I, 351, 586-588
—— Press Herald, the, II, 220
—— Public Development Commission, Greater, I, 454-455
—— Public Library, II, 219
—— Railroad Company, I, 601
—— Rotary Club, I, 311
—— Saco and Portsmouth Railroad, I, 591-592, 595; II, 143
—— Savings Bank, II, 8
—— Steamship Company, I, 581-582
—— Symphony Orchestra, II, 219-220
—— Sunday Telegram, the, II, 220
—— Terminal Company, I, 589, 599
—— Trust Company, II, 15, 17
Port of Boston closed, I, 58
Porto Rico, I, 259-260
Port Royal, I, 31-32, 45, 49-51, 74
Portsmouth, I, 28, 322, 591-593

—— Conference, II, 593
—— Navy Yard, I, 322; II, 593
Post-War Problems, I, 313-315
—— William L., I, 303, 306
Potato Blossom Festival, Maine, I, 575; II, 169
—— Digging, Aroostook County, (illus.), I, 486
—— Empire, Aroostook County Line, Border of the, (illus.), I, 483
—— Farm, Checking the Yield, Aroostook County, (illus.), I, 486
—— Farm, Typical, Aroostook County, (illus.), I, 484
—— House, Aroostook County, (illus.), II, 172
—— Trucks, Fleet of, Caribou, (illus.), II, 171
Potatoes, I, 482-487
—— Aroostook, Being Loaded Into Boxcar from the Bouchard Storehouses, Caribou, (illus.), II, 173
—— Being Dusted by Helicopter, Aroostook County, (illus.), I, 484
Potter, John F., I, 188
—— Raymond P., I, 361
Poultry, I, 482
—— Association, Maine, I, 474
Poutrincourt, Sieur de, I, 31
Power companies, chart of Maine, I, 464
Powers, Llewellyn, I, 258, 260-262, 357
Pownalboro (Dresden), I, 104, 120, 338
Pownal, I, 228; II, 243
Pownall, Thomas, I, 56, 76, 356
Pratt, Elisha B., II, 26
Preamble and Bill of Rights passed, I, 123
Preble, Edward, I, 87-88; II, 224
—— Elias, I, 62, 338
—— George Henry, II, 224
—— William Pitt, I, 105, 111-112, 139, 165-167, 174; II, 86
Prentiss, Nathaniel P. S., II, 63
—— Seargent S., I, 161, 386
Presbyterians, I, 409-410
Prescott, Charles H., I, 262
Present, Into the, I, 313-361
Presidential election of 1824, I, 142
—— Mountain Range, I, 10
Presque Isle, I, 3, 267, 316, 358-359, 371, 381, 464, 487, 596; II, 171-172, 175-177
—— Airport, II, 172
Presumscot River, I, 425, 464
Pride, Frank P., II, 18
Priests, Jesuit, I, 31-32, 404-405
Princeton, I, 16, 21; II, 571
Pring, Martin, I, 28; II, 584
Prison, State, at Thomaston, II, 146
Professional organizations, II, 83-84
Progressives, I, 264, 267
Prohibition crusade, I, 176, 186-191
—— Law (Maine) passed, I, 191, 203, 210
Prohibitionists, I, 195-196, 203, 206, 208, 210, 231, 234, 246-248, 250, 251, 255, 258, 262-264, 269, 271, 419-420
Prohibition Statute, Maine, II, 224
Prose Edda (Icelandic saga), I, 24
Pro-slavery group, I, 176-186 passim, 210, 212, 214
Prospect, I, 56; II, 547
—— Harbor, I, 548
Protective League, American, I, 285-286
Prouty, Jed, Tavern, Bucksport, I, 555; II, 304
Provincial Congress, the, I, 71
Provisions and Repeals, General, I, 352
Pryor, Roger A., I, 188
Publications, leading, in each Maine community, II, 41-43
—— religious, II, 38
Publicity Bureau, Maine, 317, (illus.), 318, 321, 328, 557-568, 575-576; II, 80, 110, 135, 437, 578
Public Safety, Maine Committee on, I, 285
—— Service Company, Maine, I, 464
—— Utilities Commission, State, I, 2, 457, 465, 469-470, 587, 600, 602, 610
—— Utilities, Maine, rate reduction table, I, 470
—— Works Administration, (PWA), I, 20-21, 319
Pulpwood, International Paper Company, Livermore Falls, (illus.), I, 426
Purchases, Bureau of, I, 345, 351
Puritans, I, 30, 39-40, 142, 249, 363, 365, 404, 406, 413; II, 45
Putnam, Aaron, II, 189
—— Israel, I, 84; II, 119
—— William L., I, 251, 597
Pythias, Knights of, II, 88

Quakers, I, 128, 406, 408, 410; II, 374-376, 589
Quarrying, I, 13
Quartermasters Department, I, 275-276
Quebec, I, 1, 31, 44, 49-51, 57, 64, 93, 164, 166-167, 172, 511, 590; II, 257, 514, 528
—— the march on, I, 64; II, 528
Queen Anne's War, I, 50-52
Quinibeque River (see Kennebec), I, 31
Quoddy Village, I, 455
Quoggy Joe Mountain, I, 3; II, 174

"Rabble in Arms," II, 257
Racing Sulky at Turf Craft Sulky Company, Norway, Making a, (illus.), II, 441
Railroad Commission (national), I, 342
—— II, 55
—— mileage table, separate Maine roads in 1949, I, 601
Railroads, I, 590-601
—— trackage, steam, mileage increase table, I, 600
Railway shops, Abainville (U.S. Army), I, 305
Raking Sea Moss, (illus.), I, 545
Raleigh, Sir Walter, I, 26
Randall, Benjamin, I, 368, 412
Randolph, II, 372
Rangeley, I, 576; II, 264-266
—— Lakes, I, 555, 572, 574-575, 597; II, 252, 264; Doll Carriage Parade and Children's Day, Doc Grant's, I, 575
—— Section, Winter Scene on Cupsuptic Stream, (illus.), II, 252, 430
—— Sheraton Hotel, I, 555
—— Skiing at, (illus.), II, 265
—— Water Carnival Crowd, (illus.), I, 554
"Ranger," the; John Paul Jones' ship, II, 593

Rasle, Sebastian, I, 51-52, 402, 404-405; II, 514, 526
Rawson, F.L., I, 315
Raymond, I, 359, 568; II, 243-244
Read, I. G., I, 135
Readfield, I, 146, 204, 370, 411; II, 372-373
Reconstruction Finance Corporation, II, 20
—— Period in Maine, The, I, 230-240
Red Cross, I, 276, 314-315, 330, 510; II, 74, 300
—— Portland Chapter, I, 314-315
Redman, Fulton J., I, 267, 321
—— John B., I, 248, 250
Red Men, Improved Order of, II, 87
Reed, Isaac, I, 206, 208
—— Mary Brackett, I, 253
—— Richard E., I, 537, 576
—— Thomas Brackett, I, 253-258; II, 223
Reformatory for Men, State, South Windham, II, 248
Reform Movements, I, 176-195
Register, Maine, State Yearbook and Legislative Manual, II, 80
Reid, James L., I, 358
—— Walter E., II, 511
Religious development, I, 403-424
—— Experience, Varieties of," I, 419
—— freedom, section of (Constitution), I, 124-125
"Remember the Maine," I, 259
Rendova Islands, I, 324
Representatives, House of, Ninety-fifth Legislature, 1951, I, 359-362
Republican Ascendancy, I, 248-258
—— Party, I, 186, 192, 195, 205-220, 230-258, 262-271, 316-322 passim, 341, 349-350, 358-362; II, 267
Republicans, Liberal, I, 236-237, 248
—— National, I, 145-148, 151
Revel Williams House, Augusta, (illus.), I, 168
Revenue, local, sources of, II, 95
Revere, Paul, I, 67, 70-71; II, 85
Revolution, War of The, I, 16-17, 58-73, 86, 97-98, 105, 120, 128, 406, 410, 413, 433, 447, 450, 473, 500, 526, 579; II, 142, 257
Reynolds, Harris A., I, 515
Rialville raid, the, I, 297
Ribbon, Asiatic Pacific, I, 327
—— Philippine liberation, I, 327
Ribbons, American theatre, I, 327
Rice Bros.' Aluminum Canoe, East Boothbay, (illus.), II, 410
—— Richard D., I, 188
—— Thomas, I, 338
Richardson, Alford, I, 97
Richmond, I, 452; II, 511-512
Rickenbacker, Eddie, I, 321
Ricker Classical Institute, I, 400-401
—— College, I, 400-401; II, 188
Ricker, Edward P., I, 465-466
—— Hiram W., I, 263, 556-557, 576; II, 166
—— Joseph, I, 401, 416
—— William J., I, 359
—— Hiram, & Sons, I, 556
Rigby, Alexander, I, 39-40, 336
Riggs, Mrs. George C., (see Kate Douglas Wiggin)
Rines, Henry P., I, 557
Ring, Edgar E., I, 465
Ripley, II, 526-527
—— Eleazer Wheelock, I, 98
Ripogenus Dam, Kokadjo, (illus.), I, 291, 521-522; II, 485-486, 501
Robbins, Charles, II, 122
—— E.A., I, 559
—— Jonathan, I, 207
—— R. Chauncey, Jr., I, 359
Robbinston, I, 361, 550; II, 571-572
Roberts, Arthur J., I, 392
—— Charles, I, 235-236, 238
—— John A., 475, 495
—— Kenneth, I, 574; II, 101-102, 257, 591-592
—— Otis J., I, 361
Robie, Frederick, I, 247-248, 357
Robinhood Cove, I, 539
Robins, Henry E., I, 392
Robinson, David, II, 419
—— Edward, I, 195-196, 197
—— Edwin Arlington, II, 356
Rockefeller, John D., II, 281-282, 315-316
Rockingham, Camp, I, 275, 303-304
Rockland, I, 212, 275, 315, 322, 358, 360, 424, 451, 455, 496, 523, 543, 548, 555, 575, 581; II, 380, 383-388
—— Bank of Rockland, II, 6
Rockland's Busy Waterfront, Aerial View of a Section of, (illus.), II, 384
—— outstanding city government, II, 384-387
Rockport, I, 360, 451, 502, 575; II, 396-397
Rocks and Minerals, I, 12-13
Rocky Mountain, I, 5; II, 175
Rollins, Harry L., I, 361
Romagne, James, I, 402
Rome, II, 373
Roosevelt, Franklin D., I, 317; II, 4, 19
—— Theodore, I, 225, 264
"Roosevelt," the, II, 329
Roque Bluffs, II, 572
Rose, Daniel, I, 356; II, 62
Rossini Club, Portland, II, 124
Ross, John, I, 502
Rotary Clubs, II, 81-82
Round Mountain, I, 5; II, 174
Rounds, Harry A., I, 314
Roundy, Rodney W., I, 359
Route One, I, 603; II, 578-579
Rowantrees Pottery, II, 138, 283, 301
Roxbury, II, 444
Rubicam, Raymond, I, 438
Ruggles, John, I, 151, 159, 163
Ruhm, Herman D., Jr., I, 438
Rumery and Burnham, I, 443
Rumford, I, 287, 306, 320, 360, 430-431; II, 444-448
—— and the Oxford Paper Company, (illus.), I, 430
—— Community Hospital, (illus.), II, 447
—— Falls, I, 429, 597; II, 422
—— Falls Power Company, II, 27
—— Hotel Harris, (illus.), II, 446
—— Town Hall and Post Office, (illus.), II, 445

Rupt-en-Woevre area, I, 294, 307
Russell, A. D., I, 223
—— Eslands, I, 324
Russo-Japanese War, II, 593
Rutherford, Robert, I, 409
Ryswick, Treaty of, I, 50

Saco, I, 2, 16, 39, 41, 52, 330, 336, 411, 413, 415, 432, 435-436, 461, 498, 591-592, 601-602; II, 579, 584-585
—— and Biddeford Savings Institution, II, 8
—— River, I, 3, 15, 464, 499, 553, 573; II, 432, 582-584
—— River, Fryeburg, (illus.), I, 229
Saddleback (mountain), I, 5, 574
Safford, George A., II, 21
Sagadahoc, I, 16, 29, 46, 337
—— Bay, I, 539
Sagadahoc County, I, 2, 110, 273, 281, 286, 339, 358, 361, 448; II, 502-513
—— city, II, 504
—— outstanding features, II, 502-513
—— recreational facilities, II, 304
—— scenic routes, II, 504
—— towns, II, 509-513
—— township, II, 513
Sagadahoc River, I, 35, 336
—— Territory, I, 43, 51, 66
Sagurs, James, I, 185
Saint Agatha, I, 359; II, 198
—— Albans, II, 527
—— Andrews, I, 77-78, 81, 85
—— Andrews Island, I, 82
—— Croix, I, 31, 74, 118, 403
—— Croix, dispute over the, I, 73-82; II, 553
—— Croix Island, I, 31, 76, 81, 164, 403; II, 553
—— Croix River, I, 1-2, 15, 20, 31, 45, 51, 72-83, 85, 164-165, 167, 174, 337, 573; II, 553
—— Francis College, I, 418
—— Francis River, I, 1, 175; II, 174
—— George, II, 397-398
—— George's River, I, 15, 28-29, 36, 44, 451
—— John, I, 44, 172, 381
—— John River, I, 1-3, 5, 74, 166, 169, 172, 175-176, 270, 506, 553, 572; II, 174, 195, 514
—— Lawrence River, I, 1, 6, 31, 43, 50, 52, 57, 73, 165-166, 175, 404, 469; II, 195
—— Mary's College, I, 417
—— Maurice, I, 296
—— Mihiel, I, 294-296, 307, 309
—— Paul's Episcopal Church, Portland, I, 410
—— Sauveur skirmish, I, 32-33
Salmon Falls Gorge, Saco River, (illus.), I, 109
—— Falls-Piscataqua River system, I, 2
—— Pool, Bangor, I, 570; II, 455, 463
Salmo Sebago, II, 209
Saltonstall and Lowell, defeat of, I, 69
—— Court-martial of Commodore, I, 70
Salvation Army, I, 419
"Samoset," the, I, 263; II, 387
Sanborn, Fred W., II, 441
—— Leon M., I, 359
Sanford, I, 338, 357, 362, 419; II, 599-600
—— & Eastern Railroad Corporation, I, 601
Sanfordites, I, 419; II, 162
Sangerville, I, 280, 559; II, 494
Sanitorium, Western Maine, II, 438
Sanitoriums, Maine, II, 75-77
Santiago, I, 259-260
Sardine canning industry at Eastport, II, 553, 558-559
Saturday Evening Post, the, II, 102
Savage, Brooks, I, 358
—— William I., I, 368
Savings and Loan Associations (see Loan and Building Associations)
Sayward, Joseph T., I, 606
Scallops, I, 542
Scarboro, I, 16, 52, 58, 338, 410, 603; II, 244-245
Scates, John Clark, II, 18
Schley, Winfield Scott, I, 259
Schnurle, Harold F., I, 561, 563, 576
Schoodic (now St. Croix) River, I, 20, 76-82
School Improvement League, I, 375-376
Schools, Catholic, in Maine, I, 402
—— Normal, I, 371, 381
—— private, I, 365-366, 402
—— public, I, 363-365, 367-384
Schwellenbach, Lewis Baxter, II, 386
Scolten, Adrien P., I, 322
Scott, Winfield, I, 98, 172-173, 202-203, 609
Screven, William, I, 408
Sculptors, Maine, II, 131-132
Seaboard Packing Company Boat "Continental" Bringing in the Sardines, (illus.), I, 527
—— Paper Company, Maine, I, 461-462; II, 283
Sea Coast Missionary Society, Maine, I, 420, 422
Seal (State of Maine), I, 14, 134-136, 245
Sea Moss, Drying, Cape Small Point, (illus.), I, 546
—— moss industry, II, 511
—— Moss Processing Outfit, A Maine, (illus.), II, 502
Searsmont, II, 547-548
Searsport, I, 485, 596; II, 17, 548-549
Sebago, II, 245-246
—— Lake, North Sebago, (illus.), I, 4; II, 209-211, 218, 231
Sebasticook River, I, 459
Sebec, I, 361, 596; II, 494
Seboeis Lake, II, 457
Seboomook Sluiceway project, I, 505-506
Secret societies, II, 85-89
Sedgwick, II, 319-320
Seicheprey, I, 306-307
Selective Service, Boards of Instruction, I, 284
—— Central Committee, I, 284
—— Law, I, 285
—— Legal Advisory Boards, I, 284-285
—— Medical Advisory Boards, I, 285
—— System, Maine offices, I, 283-284
Semi-precious stones, I, 13

Senegal, the, I, 62
Senate, Ninety-fifth Legislature, 1951, I, 357-358
Senter, Alfred M., I, 359
Separates from Massachusetts, Maine, I, 16, 98-118, 164, 363
Separation, Act of, I, 1, 18
—— petition for, defeated by Federalists, I, 112-113
Settlement of Maine, I, 36-42
Settlements, Early, I, 28-30
—— French, I, 30-36
Sewall, Arthur, I, 258
—— David, II, 58
—— Dummer, I, 338
—— Samuel, II, 52
—— Sumner, I, 321-322, 357
Seward, William H., I, 212
Seymour, Horatio, I, 232
Shaary Tphiloh Temple, I, 419
Shafter, William Rufus, I, 259
Shakers, I, 128, 419; II, 241
Shannon, Richard C., I, 392
Shapleigh, I, 338, 509; II, 600
Sharpshooters, Maine, I, 228-229
Shay's Rebellion, I, 103
Sheep raising, I, 480-482
Shelby, Camp, I, 324, 326
Sheldon, David N., I, 391
Shepley, Ether, I, 149, 154, 197
—— George F., I, 209
Sherbrooke, Sir John, I, 93
Sherman, II, 199
—— William Tecumseh, I, 225
Shipbuilders' Day, Maine, I, 322
Shipbuilding, I, 445-449
Ship's carvings and ship's carvers, II, 137-138
Shirley, II, 494-495
—— William, I, 52, 355-356
Shoals, Isle of, I, 1
Shrimp, I, 542-543
Shute, Samuel, I, 355
Sickles, Daniel Edgar, I, 223
Sidney, I, 410; II, 373
Signal corps (Maine), I, 260
Sills, Kenneth C. M., I, 265, 388-389
Silsby, William S., I, 358, 360
Silver Greys, the, I, 202
Simmons, Franklin, II, 123, 131-132
Simpson, Joseph W., I, 557
Singers, famous Maine, II, 124-126
Singing Club, Portland Men's, II, 126-127
Sinnett, Henry J., II, 23
Sixty-niners, the, I, 187
Skelton, Harold M., I, 576
—— William B., I, 463
Skelton Station, Saco River, (illus.), I, 463
Ski, Federation de (FIS), II, 417
Skiing on Starks Hill, Fryeburg, (illus.), II, 421
—— Rangeley, (illus.), I, 563
Skowhegan, I, 151, 216, 316, 321, 358, 361, 428-429, 459, 576, 595; II, 122, 514, 527-528
—— Bank, Ellsworth, II, 5, 11
—— Fair; David Luce of Farmington Holds Prize Sheep, (illus.), I, 481; II, 527
—— First National Bank, II, 12
Sky Lodge at Jackman, (illus.), I, 572
Slavery, I, 159, 174, 176-186, 192-210 passim, 212, 214, 216, 220
—— abolished, I, 220
Slaves, Act forbidding importation of, vetoed, I, 180
Slave Trade, I, 180
Sleeper, Cleveland, Jr., I, 358
Sloan, Roy H., I, 307-308
Small, Albion W., I, 392
Small bill law, I, 152, 155
—— fruits, I, 493-494
Smart, Ephraim, I, 212-213
—— Wendell T., I, 358
Smelt-Dipping at Night, a Traditional Spring Pastime in Maine, (illus.), I, 569
Smith, Alfred E., I, 269-270
—— C. Owen, Editor, in Pressroom of the Maine Coast Fisherman, Belfast, (illus.), II, 35
—— Carl R., I, 475
—— Charles H., I, 387
—— Clyde H., I, 321
—— Francis O. J., I, 158, 597; II, 4
—— Frank L., I, 270
—— Franklin, I, 234-235
—— Hezekiah, I, 409-411
—— John, I, 33, 38, 526, 553; II, 230, 380, 393, 406, 415
—— John K., I, 338
—— Joseph L., I, 241
—— Manasseh H., I, 210-211
—— Margaret Chase, I, 316, 321
—— Payson, I, 376-377, 379
—— Samuel E., I, 146, 148, 150-151, 356
—— Seba, II, 37
—— Thomas, I, 409; II, 142
—— William, I, 386
Smithfield, II, 528
Smith-Hughes Act, I, 381
Smith-Wyman bill, I, 270
Smyrna, II, 199
Snow, F. H., Canning Company, II, 245
Snow, Isaac, I, 338
—— Roger Vinton, I, 14
Socialist Party, I, 262
Soils, I, 6-7
Soissons, I, 288-289, 291, 293, 306, 310
Soissons-Chateau-Thierry Road, I, 293
Sokokis Trail, the, I, 553
Soldiers' Bonus Law, Maine, I, 272
Solomon Islands, I, 324
Solon, II, 528
Somerset & Kennebec Railroad, I, 216
Somerset County, I, 1, 2, 112, 126, 273, 280, 286, 339, 358, 361, 431, 474-475, 479, 485; II, 514-534
—— outstanding features, II, 514-517
—— plantations, townships, wild lands, II, 529-534
—— recreational facilities, II, 518-519
—— scenic routes, II, 517-518
—— towns, II, 519-529
—— waterfalls, II, 518
Somers, Richard, I, 88
Song (State of Maine), I, 14
Sons of Temperance, Grand Division of the, I, 234
Soper, Henry, I, 503
—— William, I, 503
Sorrento, II, 320

Soule, Joshua, I, 412
Southampton, Earl of, I, 28
Southard, Frank E., I, 311
—— William R., I, 287, 293, 325
South Berwick, I, 131, 456, 591-592; II, 600-601
—— Brewer, I, 430; II, 465
—— Bristol, I, 550; II, 414-415
Southgate, Horatio, I, 603
—— Mansion, Scarboro, I, 603
South Lagrange, I, 596
Southport, I, 227; II, 415-416
South Portland, I, 311, 322, 358-359, 448, 455, 543, 548, 550; II, 224-226
—— Portland during and since World War II, II, 224-225
—— Portland Shipbuilding Corporation, II, 224
—— Thomaston, II, 398
Southwest Harbor, I, 32, 360, 531, 542, 548, 550; II, 320-322
Spain, Treaty with, I, 260
Spanish-American War, the, I, 258-262, 313, 325; II, 593; Maine's part in the, 260-262; Artillery, heavy, four batteries of, I, 260; Artillery, heavy, battery from the Second Regiment of the National Guard, I, 261; Bangor Company, I, 261; Infantry, regiment of, I, 260; National Guard, First Regiment of the, I, 261; Signal Corps, a, I, 260
Spaulding, James A., II, 65
—— Ralph R., I, 289
Spear, Charles O., Jr., I, 359
Specie circular, the, I, 155
Spinney, Milton, I, 538
Spiritualists, I, 419
Sprague, John Francis, I, 536
—— Peleg, I, 145-146, 148, 151; II, 357
Springfield, II, 478
Spring, Samuel E., I, 230
Spudland R. R., Caribou, (illus.), II, 180
Squa Pan Mountain, I, 3; II, 174
Stage lines, I, 580-581
Standish, I, 359; II, 246-247
Standish Land and Lumber Company, II, 4
Standish, Miles, II, 247
Stanton, Jonathan Y., I, 394
Stanwood, Harriet L., I, 233
Staples, Benjamin L., I, 400
Starkey, Glenn W., I, 378
Starks, II, 528-529
Star Spangled Banner, Order of the, I, 192
Star of the East, the, I, 584
State House, Augusta, I, 339, 475, 576; II, 348
State, Maine becomes a, I, 117-118; II, 3
—— Rights, I, 149, 160
Statehood, first forty years of, I, 119-211
State statistics, I, 14
Steam Power Plant, New High Pressure, Part of the $10,000,000 Expansion Program at Oxford, (illus.), II, 442
Steamships and steamship companies, I, 581-586
Stearns, Albert J., I, 559
Stephens, Charles Asbury, II, 112, 441
Stetson, II, 479
—— Elbridge G. A., I, 276
—— J. F., II, 21
—— W. W., I, 374-376
Steuben, II, 572
Stevens, J. A., Jr., I, 360
—— John Calvin, II, 348
—— John L., II, 352
—— Roy F., I, 311
Stewart, Gordon M., I, 360
Stillwater, I, 503, 505
Stobie, George J., I, 576
Stockholm, II, 199-200
Stock market crash, I, 316
Stockton Spring, I, 361; II, 549
"Stone boat," the, I, 579-580
Stone, Harold R., II, 21
Stoneham, II, 448
Stonington, I, 542-543; II, 322-323
—— granite quarries, II, 322-323
Stony Creek, John Chandler captured at, I, 98
Stopford, Frederick W., I, 309
Story, John A., I, 359
Stott, Ardonne A., I, 276
Stoughton, William, I, 355
Stow, II, 448
Stowe, Calvin, I, 386
—— Harriet Beecher, II, 113, 238, 306
Strickland, Hastings, I, 172, 201
Strike, Lewiston-Auburn shoe workers', I, 320
Strong, I, 359, 522; II, 266-267
Strong, Caleb, I, 89, 356
Stuart, E. M., I, 570
—— Wentworth, I, 59
Students' Army Training Corps, I, 272
Studson, Charles, I, 170
Sturgeon, Robert, I, 306
Sturgis, Guy H., I, 263, 284
—— II, 50
—— H. Herbert, II, 4
—— Law, I, 263
Sturtevant, R. H., II, 21
Sullivan, II, 323-324
—— James, I, 71-72, 79-80, 82, 89-90, 356; II, 51, 587
Summer events, Maine, I, 575-576
Sumner, II, 448-449
—— Increase, I, 208, 356; II, 448
Sunbeam III, the Seacoast Mission boat, I, 422
Sunday River Whitecap Mountain, Newry, (illus.), II, 422
—— School Association, Maine, I, 421-422
Superintendents' Association, Maine, I, 384
—— Conference, School, I, 377
Suppression of Vice and Immorality, Bath Society for the, I, 420
Supreme Court of the United States, I, 128
Surplus revenue, distribution of, I, 157-158
Surry, II, 324-325
—— Playhouse, the, II, 325
"Survey of Maine," I, 447, 451
Swab's Island, II, 325-326
Swain, Robert, Dowel Mill at East Andover, (illus.), II, 431
"Swamp Angel," the, I, 223
Swanville, II, 549
Sweat, L.D.M., Memorial Library and Art

Museum, II, 130-133, 135, 219, 589
Sweden, I, 360; II, 449
Swedenborgians, I, 419
Sweet corn, I, 488
Swett, Earl L., I, 308
—— Herbert L., I, 576
Swift, Frank, I, 449
Sylvester, David, I, 338
Symphony Orchestra, Maine, II, 125
—— Portland, II, 128
Sysladobsis Lakes, II, 456, 478

Tabb, Foster F., I, 358
Taft, William H., I, 264
Tailer, William, I, 355
Talbot, George F., I, 106
—— John C., I, 202, 239
Talleyrand, Perigord, I, 526
Talmage, II, 572
Taney, Roger B., I, 152, 219
Tarbell, Eaton W., II, 132
Tariff dispute, South Carolina, I, 149-150
Tarkington, Booth, II, 102, 592
Taxation, Bureau of, I, 345-346, 351
Tax collections, Maine, table of 1949 distribution, II, 95
—— problems, II, 93-98
—— revenue, state, table of 1949 division of, II, 97
—— Revision Committee, Maine, II, 97
—— Revision Committee's final report, 1950, II, 97-98
Taylor, Curtis C., I, 362
—— Samuel, I, 368
—— Zachary, I, 200-201
Teachers' Association, State, I, 370-371, 384
—— College, State, Farmington, I, 381; II, 250, 259-260
—— College, State, Gorham, I, 381; II, 235
—— Institute, I, 370, 372
Technology Experiment Station, State, I, 399
Telos Cut, the, I, 503, 505
—— Lake, I, 503, 505
Temperance Society, State, organized, I, 188
—— Union, Maine, I, 188-191
Temple, II, 267
—— Thomas, I, 44
Templeton, A. L., II, 21
Tertiary Period, I, 9, 10
Texas, annexation of, I, 196-198
—— Resolution, I, 197
Textiles, I, 431-438
Thatcher, George, II, 51-52
Thaxter, Sidney St. Felix, II, 50, 74
Thayer, Elijah, I, 338
Theological Seminary, Bangor, I, 386-387, 402, 415; II, 117, 120, 462
Theological Seminary, Bangor, Library, II, 117
Thet, Gilbert du, I, 32, 404
Thomas, Augustus O., I, 378-380
—— C. M., I, 276
—— Widgery, II, 4
—— William Widgery, I, 242, 247; II, 132, 224
Thomaston, I, 151, 185, 195, 232, 338, 411, 418, 451, 523, 542-543, 550, 581; II, 398-399
Thompkins, Mary, I, 408
Thompson, Abner B., II, 86
—— C. S., I, 495
—— George, I, 182
—— George C., I, 308
—— Samuel, I, 60, 86, 180, 338
—— William P., I, 255, 338
Thompson Lake, II, 231
Thompson's Point, II, 4
Thoreau, Henry David, I, 553; II, 461
Thorlack, Bishop, I, 24
Thorndike, II, 549-550
—— Ashley, I, 401
—— Edward, I, 401
—— E. R., I, 401
—— Lynn, I, 401
Thornton, Thomas, I, 76
—— Academy, Saco, II, 584
Thurston, E. M., I, 367-368
Tilden, Samuel J., I, 239
Timberlake, Leonard F., II, 4-5
Tingley, Peletiah, I, 338
"Tippecanoe and Tyler too," I, 162
Titcomb, Benjamin, II, 34, 58
—— Joseph, I, 237-238
Tokyo, I, 326-327
Topography, present, I, 10-12
Topsham, I, 108, 338, 372, 393, 429-430; II, 512
Torcy, I, 292, 325
Tories, I, 58-60, 65
Totman, James C., I, 360
Toucey, Isaac, I, 197
Toul, I, 290-291, 306-307, 309
Toulouse, Arthur, I, 308
Tournament, Military and Athletic, at Ecomoy, I, 301
Tower, Fred L., Companies, Portland, II, 80
Towle, Wilbur H., I, 311
Townsend, Maine troops at, I, 67
Towns, inhabited, only four remaining in Maine, I, 49
Toynbee, Arnold Joseph, II, 100-101
Tracy, Charles, I, 554
Transportation, I, 579-614
Transport of Pulpwood to Feed Maine Paper Mills—A Major Industrial Activity of Maine Railroads, (illus.), I, 598
Travis, Robert L., I, 359
Treasurer, State, defaults, I, 211
Treasury, Bureau of the, I, 345
Treat, Joseph, I, 18
Treat, Noble and Company, I, 443
Treaty of June 29, 1818 ???
Treaty of 1783, I, 93, 98, 165-167, 174
Treaty of 1796, I, 18
Trees, I, 5
Trelawney, Edward, I, 498
—— Robert, I, 39, 41; II, 142, 230
Tremont, I, 550; II, 326-327
Trench Mortar Battery men, 30 out of 127, cited for bravery, I, 308
—— Mortar Battery, 101st, I, 306-308, 310
Trenton, II, 327-328
Trescott, II, 572-573
Tripoli, War with, I, 87-88
Tripp, John, I, 411
Trotting at Fryeburg Fair, (illus.), II, 435

Troxel, Harold F., I, 613-614
Troy, II, 550
Trucking, motor, I, 610-611
Truck Owners' Association, Maine, I, 610
—— terminal, First National Stores', I, 610
Trueworthy, Jeremiah, I, 400
Trugny, I, 293
Truman, Harry S., I, 330, 471, 510
Trust Companies, II, 14-19; 1950, table of Maine, II, 29-30
Tucker, Payson, I, 555
Tufts College, I, 457
Tuna, Bailey Island, (illus.), I, 550
—— Tournament, Maine, I, 575
Tunney, Gene, I, 320
Turgeon, Daniel, I, 358
Turner, I, 359, 412, 479; II, 166
—— Benjamin A., I, 358
Turnpike Authority, Maine, I, 606-608
—— Maine, I, 509, 565, 567, 606-608; II, 578-579
—— (Maine) operation figures and fare schedules, I, 607
Twentieth Century and World War I, the, I, 266-315
Twide, Richard, I, 26
Tyler, Abraham, I, 59
—— John, I, 160, 173, 186, 195
Tyng, Edward, I, 37, 53

U-boats, German, surrendered, II, 593
Umphrey, H. E., I, 613
Union, II, 399
—— Falls, I, 463
—— Maine, admitted to the, I, 133
Union Mutual Life Insurance Company, Portland, II, 26-28
Union (Republican) Party, I, 217-219, 230
—— River, I, 15, 573
Unions, paper mill, (AFL), I, 320
Union, Textile Workers', (CIO), I, 320
—— United Mine Workers', (CIO), I, 320
—— District 50, I, 320
—— United Textile Workers of America, (AFL), I, 320
Unitarian Association, Maine, I, 415
Unitarians, I, 412, 415
United Mutual Insurance Company, I, 321
—— War Work Campaign, I, 271
Unity, I, 393; II, 550
—— group, I, 419
—— the, capture of, I, 63-64
Universalists, I, 412, 421
Universities, American, Association of, I, 393
University of Maine, I, 272, 320, 351, 375, 396-399, 482, 488, 533, 577, 590; II, 129, 137, 292, 466
—— of Maine, Orono, Department of Industrial Co-operation, (illus.), I, 397
—— of Maine's Department of Industrial Co-operation, Laboratory Scene in the, (illus.), I, 399
—— Women, American Association of, I, 393, 396
Upham, Thomas Cogswell, I, 386
Upland Regions, I, 3-5, 6
Upton, II, 449
—— Emery, I, 224
Utilities, Public, Department of, I, 348
Utterback, John G., I, 317
Utrecht, Treaty of, I, 50-51

"Vacationland" license plate slogan, I, 598
Vacation-Travel Industry, I, 553-578
Van Beilen-Heilbrun Company, I, 455
Van Buren, I, 359, 417, 481, 596; II, 200-201
Van Buren, Martin, I, 153-155, 159-162, 167, 171, 196, 200-201
"Van Buren of Maine" (William Pitt Preble), I, 111
Vanceboro, I, 597; II, 573
Vanderbilt, Cornelius, I, 582
Van Dyke, Henry, II, 281
Vane, Henry, I, 355
Van Ness, Cornelius, I, 164
Varney, George J., I, 322
Vassalboro, I, 91, 338, 373, 410; II, 373-374
Vaughan, Benjamin, I, 472-473; II, 116
—— Charles, I, 472-473
—— Samuel, I, 473
—— William, I, 52-53
—— William Loring, I, 360
Veazie, I, 505; II, 479
Veazie Bank of Bangor, II, 7, 17
Verdun, I, 298, 308-309
Verona, II, 328-329
Verrill, R., I, 613
Verrazano, Giovanni da, I, 31
Veterans' Associations, II, 84-85
—— U. S., Administration Facility, II, 365
Vickery and Hill, I, 262
Victoria Mansion, Portland, (illus.), II, 20; the Front Hall and Flying Staircase, and the Music Room, (illus.), II, 222; the Parlor, (illus.), II, 224
Vienna, II, 375-376
Vinalhaven, I, 249-250, 360, 550; II, 400
Vines, Richard, I, 39, 43; II, 45, 584, 591
Vinland, I, 324
Vinton, Warren H., I, 248
"Virginia," the, I, 29; II, 507
Virgin, W. W., I, 242
Vocational-Technical Institute, Maine, I, 381
Vocational training, I, 376
Voelter, Herman, I, 428
Vose, R. C., I, 119
—— Richard H., I, 356, 368

Wade, II, 201
Wade, Gerry, I, 577
—— John, I, 409
Wadsworth, Camp, I, 312
—— Henry, I, 88
—— Peleg, I, 67, 70
Wager, Philip, I, 411
Waite, II, 573
Waite, Morrison Remick, I, 252
Waldo, II, 550-551
Waldoboro, I, 91, 104, 206, 416, 418, 448, 454, 500, 550, 581; II, 416-418
Waldo City, II, 538-541
Waldo County, I, 56, 110, 273, 286, 339, 358, 361, 448, 451, 479; II, 535-551
—— outstanding features, II, 535-537
—— recreational facilities, II, 538

—— scenic routes, II, 537-538
—— towns, II, 541-551
Waldo, Samuel, I, 36, 53, 56, 425, 450-451, 523; II, 398
Wales, I, 105; II, 167
Walker Library and Art Museum, Bowdoin, II, 129
Walker, Richard, I, 44
Wallace, Ira, I, 502
—— Percy M., I, 359
Walls, Howard P., I, 361
Walpole meeting house, I, 410
Walsh, James A., I, 306, 308
—— Louis S., I, 417
Waltham, II, 329
Walton, John T., I, 189
Ward, Artemus, II, 425, 441
—— John F., I, 358
War, declaration of, April 6, 1917, I, 273, 277
Ward Log Cabin Company, Presque Isle, Product of the, (illus.), II, 134
Ware, Ashur, I, 129, 139
Waring, Tufts & Company, I, 151
War Library Fund, I, 271
"War of gauges," the, I, 595-596, 598-599
War of 1812, I, 84-85, 88, 92-98 passim, 106, 109, 112, 115, 147, 164, 220, 473, 480; II, 304, 461, 560
Warren, I, 451; II, 400-401
Warren, S. D., Company, Cumberland Mills, I, 429-430, 438; II, 226; Plant, Westbrook, (illus.), I, 429
"Warren," the, commanded by Captain Saltonstall, I, 67
War Risk Insurance Act, I, 279
—— Savings and Thrift Stamps, I, 271, 313-314
Wars, between two—the Revolution and 1812, I, 73-118
Warwick, Earl of, I, 39
Washburn, I, 359, 596; II, 201
Washburn, Cadwallader, I, 213
—— Frank P., I, 475
—— Israel, Jr., I, 212-214, 216, 220, 234, 238, 357, 597
—— William, I, 213
Washburne, Elihu B., I, 213, 232, 246
Washington, II, 401
—— Academy, I, 365
Washington County, I, 1, 7, 13, 96, 120, 160, 273, 286, 329, 339, 358, 361, 431, 445, 448, 474, 492, 509, 523, 570, 608; II, 552-577
—— cities, II, 557-560
—— outstanding features, II, 552-555
—— plantations and townships, II, 574-577
—— recreational facilities, II, 557
—— scenic routes, II, 555-556
—— towns, II, 560-574
Washington, George, I, 79, 147, 410; II, 63, 353, 594
Water Basins and Rivers, I, 2-3
Waterboro, I, 125, 330, 338, 362; II, 601
Waterford, II, 449
Waterhouse, Almon N., II, 18
Water Power Commission, Maine, I, 465-469
—— Resources Division of Public Utilities Commission, I, 2
—— Storage Commission, State, I, 465
—— transportation, I, 581-589
Waterville, I, 37, 91, 95, 275-276, 297, 306, 321, 339, 390-393, 410, 412, 417, 420, 458, 601; II, 344-345, 358-361
Waterville and Fairfield Railway and Electric Company, I, 457-458
Waterville College (see Colby College)
Waterville Trust Company, II, 16-17
Wayne, I, 360; II, 124, 376
Weary Club, the, II, 441
Weatherbee, Artemus, I, 465; II, 50
Webb, James Watson, I, 159
Webber, George C., I, 311
—— Samuel, I, 81
Webster, II, 167-168
Webster-Ashburton Treaty, I, 163, 165, 173-174, 196, 202, 609; II, 195
Webster, Daniel, I, 152-154, 159-160, 173, 174, 200, 202-204; II, 419, 423, 437
Webster Lake, I, 505
—— Moses, I, 249-250
Wedding Cake House, Kennebunk, (illus.), II, 590, 591
Weeks, George W., I, 358, 475
Welch, Herbert L., II, 266
Weld, II, 267-268
Welfare, Social, Bureau of, I, 346, 351; II, 68
Wellington, II, 495
Wells, I, 16, 41, 49, 51-52, 58-59, 338, 405, 499, 602; II, 602
Wells Beach, II, 579, 602
Wells, Nathaniel, I, 358
—— Samuel, I, 199, 208-209, 357; II, 223
Wentworth, George J., I, 576
—— Thomas M., I, 338
—— Zenas P., I, 400
Wenzell, Herman W., I, 438
Wesley, II, 573
—— John, I, 416
West, Albert, I, 361
West Bath, I, 358; II, 512-513
Westbrook, I, 307, 311, 322, 359, 430, 438, 601; II, 226-227
Westbrook, Thomas, I, 425
Westbrook Trust Company, II, 18
Western Military Institute, I, 233
Westfield, I, 359; II, 202
West Gardiner, II, 376-377
West Indies, I, 88, 90, 108, 144, 177, 456, 497, 526; II, 507
—— War with the, I, 88
Weston, II, 170, 202
—— E. P., I, 371
Weston Station, Skowhegan, I, 459
West Point Harbor, Sagadahoc County, II, 508
Westport, I, 550; II, 418
Weymouth, George, I, 28, 403; II, 397, 506
Wheeler, Camp, I, 326
—— Edward W., II, 27
Wheelright, John, I, 405
Whigs, Democrats and Prohibitionists, I, 195-205
—— (formerly National Republicans) I, 147-148, 150-163, 171-174, 186, 192, 195-213 passim, 216
Whipping Tree, Alfred, II, 580, 586
Whitaker, Nathaniel, I, 410
White, A. P., I, 439

—— Charles L., I, 392
—— Wallace H., Jr., I, 311, 316, 321
Whitefield, I, 360; II, 418
Whitehill, Albert E., I, 311
White Mountain Region, I, 1, 6
—— Mountains, I, 2, 5-6, 8, 330, 555; II, 578
Whiting, I, 361; II, 573
Whitman, B. L., I, 392
Whitney, Benjamin B., I, 306
Whitney Home, at Good Will, The, (illus.), II, 515
Whitneyville, I, 590; II, 574
Whittier, John Greenleaf, II, 114
Wide-awakes, the, I, 213
Widgery, William, I, 338
Wiggin, Kate Douglas, I, 388; II, 112, 581, 587, 589
Wight, Freeman L., I, 358
Wilde, Samuel S., I, 91
Wild lands controversy, I, 137-138
Wildlife Refuge, Moosehorn National, II, 563
William and Mary, I, 74, 355
William of Orange, I, 46, 47
Williams, Ben Ames, II, 102, 464, 537, 548
—— Harry R., I, 359
—— Hart, I, 59
—— Joseph H., I, 119, 209, 237, 239-240, 357
—— Obadiah, I, 410
—— Reuel, I, 154-155, 195, 226; II, 358
—— Roger, I, 408
—— Seth, I, 226
Williamson, Robert B., II, 50
—— William D., I, 138-139, 149-150, 356
Willimantic, II, 495
Willis, Nathaniel, II, 36, 112
Williston Church, Portland, I, 423
Wilmot, David, I, 199
—— Proviso, I, 198
Wilner Wood Products Company, II, 440
Wilson, John Henry, I, 420
—— William J., I, 308
—— Woodrow, I, 264, 266, 301
Wilton, I, 432, 439; II, 268-270
Wilton Woolen Company, II, 268
Winchenpaw, Ralph E., I, 360
Windham, I, 410, 589; II, 247-248
Windsor, I, 188, 360; II, 377
"Winged Victory" Division, (see 43rd Infantry Division)
Wing, Grace A., I, 314
—— Leonard F., I, 324-325, 327
Wingate, Joshua, Jr., I, 139-140, 142
Winn, II, 479
Winslow, I, 55, 338, 360, 410, 431; II, 377-378
Winslow and Company, II, 27
Winslow, E. B., I, 258
—— Edward, I, 79
—— Frank A., II, 388-389
—— Isaac, I, 441-442
—— John, I, 37
Winter Harbor, II, 329-330
Winter, John, I, 498; II, 142, 230
—— Thomas, I, 39
Winterport, II, 551
Winthrop, I, 186, 338, 360, 410, 474, 601; II, 122, 378-379
—— John, I, 41, 253, 355, 405
—— John (son), 49, 50
Wiscasset, I, 61, 97, 146, 339, 463, 581, 604; II, 404, 419
Wise, Jeremiah, I, 409
Wiswell, William, I, 410
Withington, C., & Son Brush Company, Buckfield, Brushes Made at, (illus.), II, 433
Woman suffrage, I, 266
Woodbury, Levi, I, 200, 202
Woodcock, Allan, Jr., I, 361
Wood, Elijah, I, 473
—— Frank, I, 359
Woodland, II, 202
Woodman, Benjamin J., I, 311
Wood, pulp, soft and hard, production charts, I, 512-514
Woods Hole Oceanographic Institution, I, 538
Woods, J. B., I, 276
—— Leonard, Jr., I, 386-387
Woodside, James, I, 409
Woodstock, I, 235; II, 449-450
Woodville, II, 479
Woolwich, I, 276, 338, 361; II, 513
Worcester, David, I, 368
Works Progress Administration, (WPA), I, 319
World War I, I, 17, 260, 262, 265-266, 271-316, 321, 323, 325, 398, 421, 448-449, 534, 542, 556, 560, 586, 600, 602
World War II, I, 17, 286, 303, 305, 319-329, 389, 392, 423, 436-437, 448-449, 542, 545, 552, 555-556, 560, 602, 614; II, 74, 172, 313, 504, 549
—— Maine Men in, I, 322-329
Worcester House, Hallowell, II, 357
Worumbo Manufacturing Company, II, 158
Wren, Christopher, II, 536
Wright, Elizur, II, 26
—— Thomas, I, 81
Writers, fiction, contemporary Maine women and their works, II, 102-103
Writings, historical-descriptive, on Maine, list with authors, II, 106-110
Wyman Dam, Bingham, (illus.), I, 460; II, 516, 525
Wyman, J. Merton, II, 540
—— Nathaniel, I, 338
—— Walter Scott, I, 435-438, 457-463, 470; II, 361, 525
Wyman Lake, I, 459-460; II, 525
—— Station, Bingham, I, 462

Yankee Division, I, 287-302, 306-308, 325
Yarmouth, I, 338, 341, 359, 543, 548, 601; II, 248-249
York, I, 16, 28, 36, 41-42, 49, 58, 68, 91, 165, 338, 357, 363, 460, 498, 509, 602; II, 579, 602-603
York Beach, II, 602
York County, I, 1-2, 7, 67, 71, 86, 99, 101, 273, 278, 281, 286, 330, 337, 339, 454, 509, 543, 553; II, 578-603
—— cities, II, 583-585
—— outstanding features, II, 578-581
—— recreational facilities, II, 582-583
—— scenic routes and vista points, II, 581-582
—— towns, 585-603

York Harbor, I, 3, 557; II, 602
York Manufacturing Company, I, 432
York Mills, Saco, I, 430-437, 461; II, 579
—— Nubble Light, York Beach, (illus.), II, 582
Yorkshire, I, 41, 336, 339
Yorktown, victory at, I, 72
Young and Rubicam, I, 438
"Young Democrats," I, 155
Young Men's Christian Association, I, 271, 423; II, 601
Young Men's Hebrew Association, I, 423
Young Men's Mutual Reform Society, Bangor, I, 420
Young Women's Christian Association, I, 271, 423; II, 601
Young Women's Hebrew Association, I, 423
Youth's Companion, The, II, 112

Zimbalist, Mary Louise Bok, II, 391, 396
Zionist movement, I, 419